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England & Co., Chas., grain, hay.*
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Hammond, Snyder & Co., Inc., receivers, expts.*
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Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
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Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Star Elevtr. Co., receivers, grain, hay, straw.*
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Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain & hay.*

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Hoosier Grain Co., consignments only.
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McCardle-Black Co., grain merchants.*
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Shotwell & Co., C. A., commission, bkg.
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Armour Grain Co., grain buyers.*
Aylsworth Grain Co., receivers, shippers.*
Beyer Grain Co., consignments & mill orders.
Bruce Bros. Grain Co., consignments.

KANSAS CITY, MO. (Continued).

Christopher & Co., B. C., kafir, feterita, milo.*
Croysdale Grain Co., grain commission.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Gr. Co., consignments.*
Ernst-Davis Grain Co., commission.*
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Rialto Elevtr. Co., grain receivers & shippers.*
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Getchell-Tanton Co., grain commission.
Godfrey-Blanchard Co., grain recvrs.-shprs.*
Gould Grain Co., receivers & shippers.*
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Scroggins McLean Co., corn and oats.*
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Woodward Newhouse Co., grain merchants.
Zimmerman, Otto A., barley & oats my spec'ity.*

The GRAIN DEALERS JOURNAL.

(Incorporated)

Vol. XLI. No. 9.

Chicago, Ill., U. S. A., November 10, 1918

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NEWARK, N. J.

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Omaha Elevator Co., receivers, shippers.*
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Urdike Grain Co., consignments.*
Vanderslice Lynds Co., consignments.*

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Grier & Co., T. A., grain commission.*
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PEORIA (Continued).

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Richardson, Geo. M., grain and feeds.*
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McCague, R. S., grain, hay.
Walton Co., Samuel, grain and hay.*

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Graham & Martin Grain Co., grain commission.*
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Morton & Co., grain commission.*
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McCaull Dinsmore Co., all kinds of grain.
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Rumsey & Co., receivers of consignments.*
Slaughter Burke Grain Co., receivers, shippers.*
Taylor & Bournique Co., buyers and sellers.*

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King & Co., C. A., grain and seeds.
Southworth & Co., grain and seeds.*
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Young Grain Co., The, grain receivers & shippers.*
Zahn & Co., J. F., grain, seeds.*

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Beyer Grain Co., consignments & mill orders.
Bruce Bros. Grain Co., Consignments.
Wichita Terminal Elev. Co., wheat, corn, oats.

WICHITA FALLS, TEX.

Priddy Grain Co., dom. & export grain.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. & sds.*

HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

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 SAMUEL THOMAS, Treas.
 J. A. WARING, Secretary

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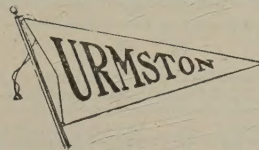
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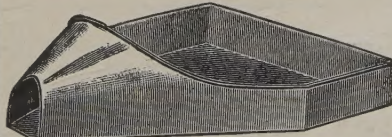
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J. C. SHAFFER & CO.
Grain Merchants
324 So. La Salle Street
Chicago, Ill.

BARTLETT FRAZIER CO. **GRAIN MERCHANTS**
Western Union Bldg.
CHICAGO

Henry H. Freeman & Co.
COMMISSION MERCHANTS
GRAIN HAY STRAW
66 BOARD OF TRADE, CHICAGO

Chicago Grain & Salvage Co.
DEALERS IN
SALVAGE GRAIN
Grain, Feed, Etc.
WRITE OR WIRE
930 Postal Telegraph Bldg. CHICAGO

W. LAMSON L. F. GATES
H. H. LOBDELL

LAMSON BROS. & CO.
GRAIN
1874 COMMISSION 1918
MERCHANTS
Over Forty Years of Service
in the Grain Trade
HOME OFFICE
6 Board of Trade, CHICAGO

LOGAN & BRYAN

1 and 2 BOARD OF TRADE, CHICAGO

CASH GRAIN DEPARTMENT

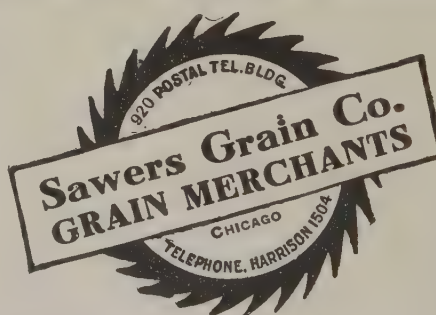
CONSIGNMENTS SOLICITED

YOUR OFFERINGS TO ARRIVE GIVEN BEST ATTENTION

Wm. Simons
President

Consignments
Solicited.
We place
grain to
arrive.

Geo. L. Stebbins
Secretary
S. E. Squires
Treasurer

Warren T. McCray
Vice-President

Future
orders
given
personal
attention.

Representatives
Edgar E. Rice
W. A. Werner
Earl M. Davis
John M. DeBolt

RUMSEY & COMPANY
RECEIVERS OF **CONSIGNMENTS**
RESPONSIBILITY & **CONSERVATISM**
CHICAGO

Board of Trade
Members

CHICAGO

Board of Trade
Members

PHONE

We announce our removal to Suite 701 Continental and Commercial Bank Bldg., Chicago, where Jim Fones is in charge of our CASH GRAIN. Write for Wagner Summer Essays on grain. Ship to Wagner. Phone Fones. E. W. WAGNER & CO., 28 years in business. Grains, Securities, Cotton, Provisions.

FONES



ELEVATORS FOR SALE

If you want to buy or sell an Elevator or anything in the line of elevator equipment try a Liner advertisement on the Classified pages. Send along your special Wants and see how quickly the Grain Dealers Journal can meet requirements. We cover the entire field twice a month.

THE QUAKER OATS CO. MILLERS

WHEAT CORN OATS BARLEY RYE

SEND SAMPLES

1600 RAILWAY EXCHANGE
GRAIN DEPARTMENT

Chicago

Members Chicago Board of Trade Hitch & Carder Commission Merchants

605 Insurance Exchange Bldg. - Chicago
Tel. Wabash 6584

F. S. LEWIS & CO. GRAIN AND PROVISIONS

Correspondence Invited
50 Board of Trade CHICAGO

Good Execution Keeps Customers
Keeping Customers is Our Business

W. G. PRESS & CO. GRAIN, PROVISIONS, STOCKS

175 W. Jackson Blvd. CHICAGO

Write for Daily Market Report,
Mailed Free.

39 Years Active Members Chicago
Board of Trade

Figure the amount of advertising carried—Can you doubt our ability to **Produce Results**

Board of Trade
Members

CAIRO

Board of Trade
Members

CORN

Halliday Elevator Company
GRAIN DEALERS
CAIRO, ILL.

OATS

H. S. Antrim & Company Wholesale Grain Cairo, Illinois

Members of St. Louis Merchants' Exchange, The Cairo Board of Trade, The Grain Dealers' National Ass'n, Illinois Grain Dealers' Ass'n.

Grain Shippers

and in fact all grain men who are wide awake and on the alert to get onto all the ins and outs of the grain business, subscribe for and read the Grain Dealers Journal

PINK & COMPANY

Flour, Hay, Grain—Feedstuff—Public
Storage of Dry Package Goods

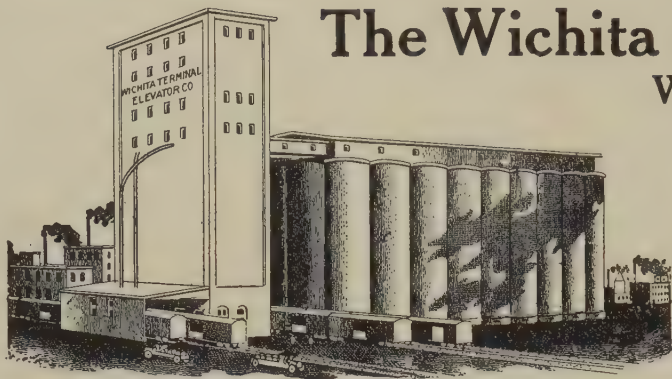
CAIRO

1207 Ohio St.

MAGEE-LYNCH GRAIN CO. Request daily card bids
CAIRO, ILL. Sell or Consign Us

WHY WONDER WHERE YOU CAN GET SERVICE OR SUPPLIES.
THE GRAIN DEALERS JOURNAL CARRIES THE ADVERTISEMENTS OF ONLY THE BEST

RECEIVERS, SHIPPERS AND BROKERS



The Wichita Terminal Elevator Co.

Wichita, Kansas

Kansas Hard Milling Wheat a Specialty

We are in the Market for

CORN and OATS

in large quantities.

PUBLIC STORAGE WEIGHTS at This Elevator

**CORN-OATS
FLOUR-FEED**

L. E. SLICK & CO.

BLOOMINGTON, ILL.

Paul Kuhn & Co.

Receivers and Shippers

GRAIN

Terre Haute and Evansville, Ind.

Stockbridge Elevator Co.

BUYERS OF **Salvage Grains**

Submit Samples and Quote Prices

JACKSON

MICHIGAN

E. A. GRUBBS GRAIN CO.

Greenville, Ohio

Wants Correspondence with members of the Grain Dealers Associations in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

CONSIGN

WHEAT - CORN - OATS

- TO -

DUMONT, ROBERTS & CO.

301-2 Cham. of Com., DETROIT

"The top o' the market to you."

H. C. CARSON & CO.

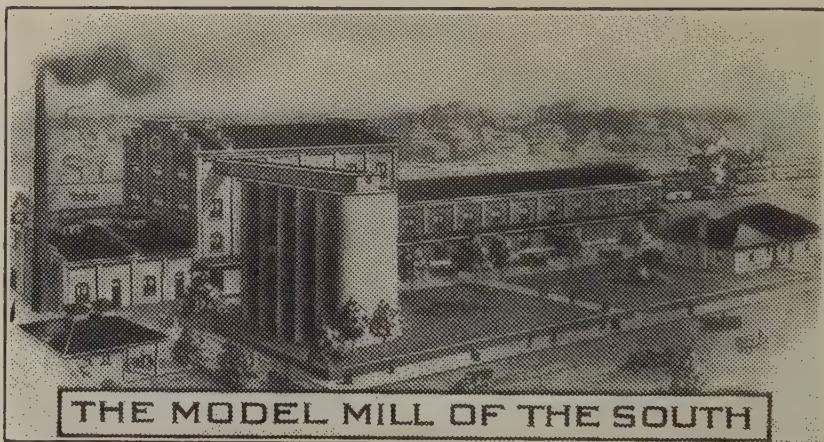
WHEAT—CORN—OATS—RYE—BEANS

1548 Penobscot Bldg., DETROIT

"CONSIGN TO CARSON"

MODEL MILL COMPANY

INCORPORATED



THE MODEL MILL OF THE SOUTH

Buyers and Shippers GRAIN of All Kinds

Millers of High Grade Flour, Meal and Feed

JOHNSON CITY, TENN.

*Consign or Sell Your Grain and
Hay to the South's Best Market!*

We serve you in a way that will retain your patronage. We are in the market at ALL times. Correspondence solicited. COTTON-SEED CAKE AND MEAL A SPECIALTY. We supply the requirements of shipper and feeder.

HAYES GRAIN & COMMISSION CO.

Little Rock, Ark.

The Fort Worth Elevators Company

FORT WORTH, TEXAS

GRAIN, FEEDS, FIELD SEEDS AND PUBLIC STORAGE

SOUTHWESTERN HEADQUARTERS KAFFIR, MILO MAIZE FETERITA

Wire or Write Us to Sell or Buy

A NEW Meal For Pigs

DEALERS!

Take Advantage of This Introductory Offer

Here is a distinctly different feed that is destined to enjoy a tremendous sale. It makes pigs grow faster and fatter than they ever grew before, it's unexcelled as a ration for brood sows, and it's fine for calves and poultry.

It is a positive step in advance of other feeds for pigs. It contains special ingredients that give it great palatability as well as flesh, fat and bone building elements. It is an 18 per cent protein ration—just right—a perfectly balanced pig meal. Its fat content is of practically the same composition as butter fats of whole milk.

We want a live retail dealer on

INTERNATIONAL Pig Meal

at every point where it is not already sold. *We will furnish one ton to any retail dealer at same price delivered as we are now quoting delivered in car load lots.* We will not furnish more than one ton to any dealer at this special price concession. Name this paper in ordering, otherwise shipment will be billed at our regular ton price, which includes extra freight. This offer is for immediate acceptance, subject to withdrawal at any time.

We back you up with an advertising campaign in twelve farm papers and four leading swine publications. We back you with a guarantee to you of prompt delivery and satisfactory sale, and a guarantee to your customers of perfect quality and satisfactory results.

Send your order for this trial ton, *today!*

INTERNATIONAL SUGAR FEED CO.
Minneapolis, Minnesota





THE UBIKO MILLING CO., CINCINNATI, OHIO

EDWARDS INTERLOCKING SLAT ROLLING DOORS protect this modern, up-to-date elevator from fire and the contents from theft, besides increasing the available floor space. For convenience of operation, and for economy of installation and maintenance, owners and builders who have given the subject careful study are equipping the doorways in both old and new plants with

Edwards Rolling Steel Doors

They are made of heavy cold rolled steel, bright or galvanized, and may be had in the corrugated or interlocking slat type. Patented Spring Release Mechanism can be applied to cause the door to close automatically in the presence of heat, thus serving to retard the progress of the flames if fire once starts. Doors have been designed and successfully operated for openings of all sizes up to 40 feet wide and over 100 feet high.

Our Engineering Department will submit plans and specifications. Write today for catalog.

THE EDWARDS MANUFACTURING CO.

LESTER G. WILSON, Consulting Engineer

339-389 Eggleston Avenue

CINCINNATI, OHIO

The World's Largest Manufacturers of Metal Roofing, Metal Shingles, Metal Ceilings, Metal Garages, Portable Buildings, Metal Lockers, Rolling Steel Doors, Partitions, Etc.

Duplicating Grain Contracts

Do not take chances on verbal contracts for future delivery of the grain you are now purchasing. With the present unstable condition of the markets, Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure.

Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase. They certify the Farmer "has sold ——— Bushels of ——— at ——— cents per bushel, to grade No. ———, to be delivered at ——— on or before ———." They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted.

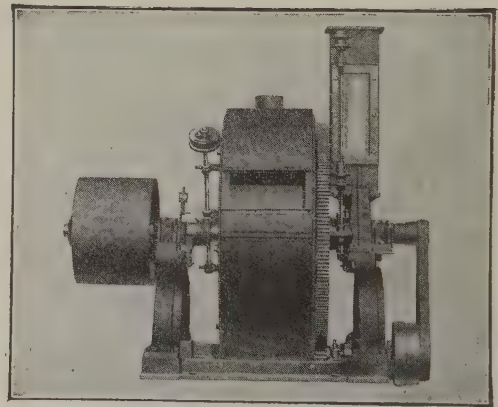
Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound and supplied with 3 sheets of carbon. Order FORM 10DC, Price \$1.00.

Send all orders to

Grain Dealers Journal

315 South La Salle St.

CHICAGO, ILL.



TRIUMPH BARLEY PEARLER

A continuous automatic machine for pearling barley which has been in successful use for over twenty-five years. Self-feeding, self-discharging, and adjustable while in operation.

Full information gladly furnished to those interested in pearling barley.

Several for immediate delivery

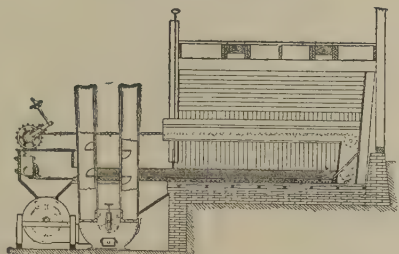
THE C.O. BARTLETT & SNOW CO.

MAIN OFFICE & WORKS: CLEVELAND OHIO, U.S.A.

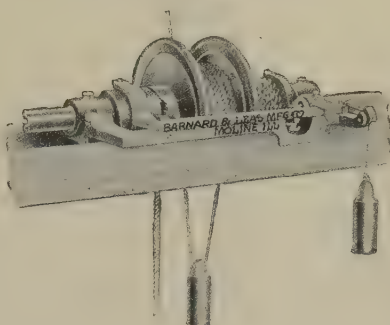
EASTERN OFFICE AT NEW YORK, N. Y.

FROM FACTORY DIRECT TO YOU

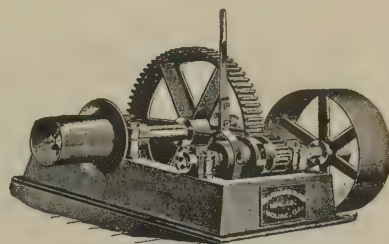
CORN DRAGS



GRAIN SHOVELS



CAR PULLERS

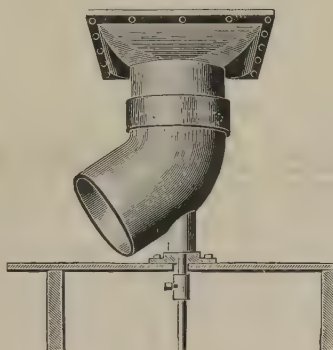


WAGON DUMPS

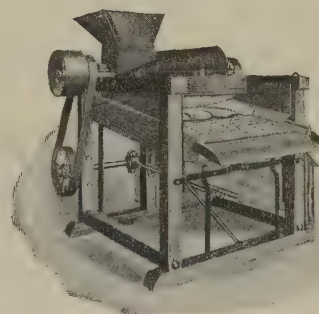


Our line of elevator machinery is so large it cannot well be shown in detail in any advertisement.

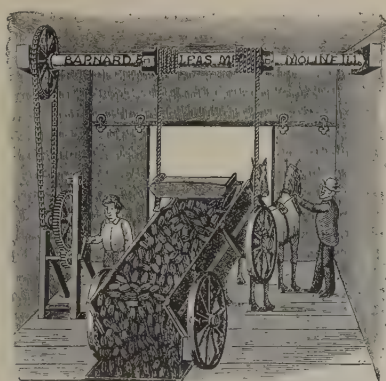
DISTRIBUTORS



SHELLERS & CLEANERS



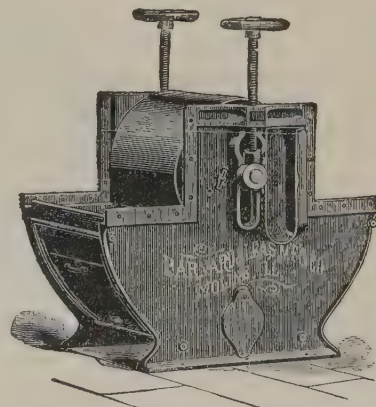
WAGON DUMPS



ELEVATOR LEGS.



IRON BOOTS



Headquarters for Complete Elevator Outfits

Bulletins mailed you on application descriptive of any machine used in handling cereals.

BARNARD & LEAS MFG. CO.

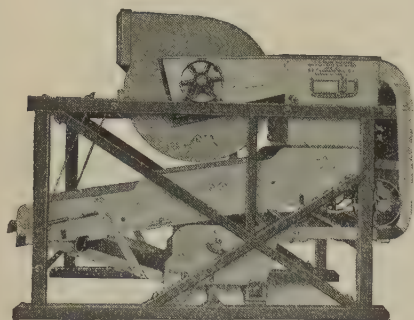
**MILL BUILDERS AND
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

Send for your free copy of Hall's Intermedium, a ready reckoner of grain weights for wall use.

COMPLETE EQUIPMENT

For Your Elevator



THE "U. S." GRAIN CLEANER

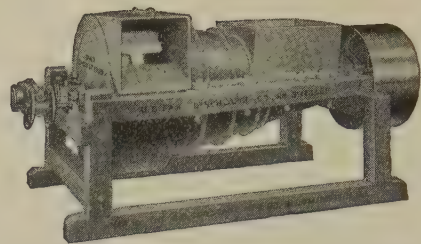
Durable, thorough in operation, and will stand up under a heavy strain. The U. S. has one powerful fan which is under control of the operator at all times, and makes less spouting to build. It can be driven from either side, has two air separations, dustless, light running, all journals run cool, is strong and durable and, in fact, is built to give entire satisfaction.

Send us your orders for Sprocket Wheels, Shafting and Bearings, Elevator Boots, Heads, Buckets, Turn Heads, Spouting, Pulleys, Belting, Sheaves and Rope.



The Constant Safety Manlift

Ball bearings. Easily operated. Strong and durable. Equipped with either Manila or Steel Cable Hoisting rope.



THE "U. S." CORN SHELLER

Costs no more than the imitations. Money and time saved when repairs are needed. Only a wrench and the new casting necessary.

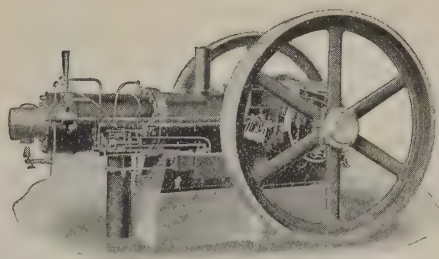
All our Corn Shellers are now mounted on heavy wood frames, unless you prefer the all iron sheller.

No excuse for cracked corn when you use the U. S. Corn Sheller.

Send for further particulars.

B. S. Constant Mfg. Co.
Bloomington, Ill.

Muncie Oil Engines



Develop their horse-power rating on a smaller quantity of fuel than any other engine.

Give more power for the same money, which means the lowest possible cost of operation.

Represent the maximum of engine satisfaction with nothing in sight to equal them for the money.

MUNCIE OIL ENGINE CO.

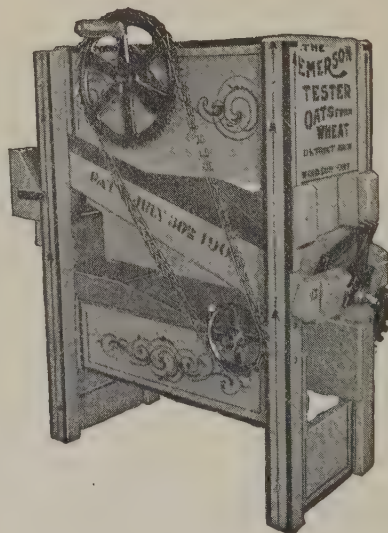
516 JACKSON STREET

MUNCIE, IND.

Emerson Kicker for "Dockage"

USED BY

U. S. Grain Standardization Bureau



DOCKAGE has caused considerable ill feeling between the elevator man and his farmer patrons. It is to the Grain Dealers' advantage to install a machine that will prove to the farmer that the "DOCKAGE" is "ON THE SQUARE." They prefer to sell their grain to an elevator where guess work has been eliminated; where DOCKAGE is determined on

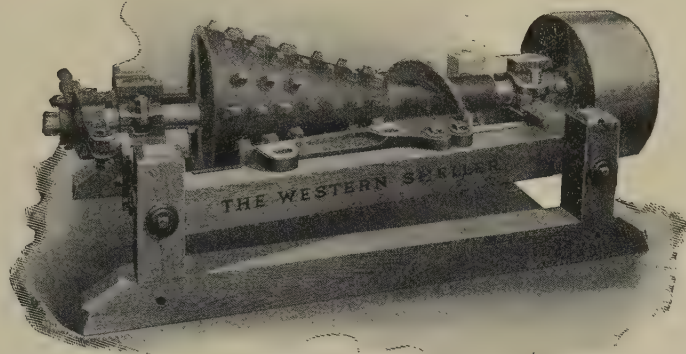
"THE EMERSON"
"Oats from Wheat Tester"

It is installed in over 8,000 elevators, flour mills, grain inspection departments, boards of trade, and the U. S. Grain Standardization Department. We guarantee not a kernel of oats left in the sample and not a kernel of wheat lost with the oats. Write for illustrated literature descriptive of this tester.

W. H. EMERSON & SONS.

Cor. Campbell & Commercial Sts., DETROIT, MICH.
J. J. Ross Mill Furnishing Co., Portland, Ore. and Seattle, Wash.

Everything For Your Elevator



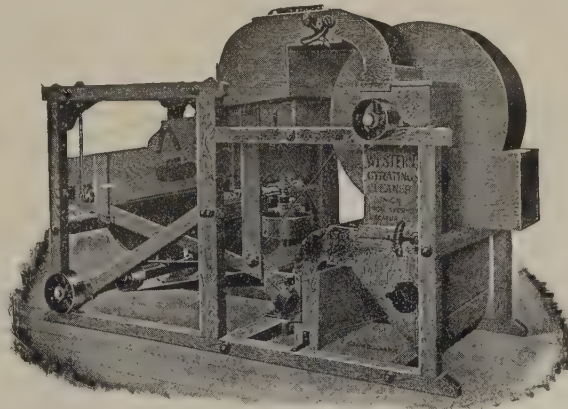
"Western" Corn Sheller

In this time of greater efficiency in the handling of grain, it behooves the elevator owners of the country to look to their equipment to see that every part of it delivers the highest class of service. If you contemplate the installation of new machinery investigate

The "WESTERN" Line

the standard line of elevator equipment the equipment recognized by grain elevator owners everywhere as the one that can be relied upon at all times. The better the machinery the better you can handle the crop. "Western" Machinery is of the better kind.

Car Loaders
Buckets
Boots
Elevator Heads
Feed Mills
Spouting
Turnheads
Cleaners
Shellers
Gears
Beltings



"Western" Gyrating Cleaner

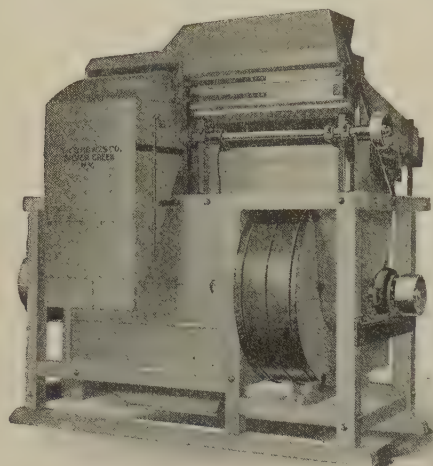
Conveyors
Manlifts
Link Belting
Pulleys
Shafting
Clutches
Distributors
Take-ups
Scales
Car Pullers
Couplings

No matter what you may need to bring your elevator to the highest point of efficiency, we can supply the need. WESTERN machinery has been in use for over forty years, and has never failed to give satisfaction. If you haven't a copy of our catalog, send for one.

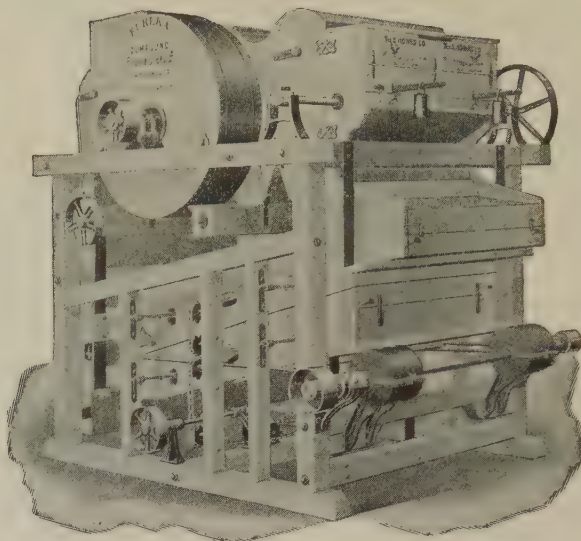
UNION IRON WORKS

Decatur, Illinois

GRAIN CLEANING MACHINERY



E
U
R
E
K
A



**YOUR GRAIN CLEANING TROUBLES WILL BE ENDED
WHEN YOU INSTALL EUREKA MACHINES IN YOUR PLANT**

MAY WE SEND YOU COPY OF OUR NEW BOOK (No. 75)?

BUY MORE
LIBERTY BONDS

S. HOWES COMPANY, Inc.
SILVER CREEK, N. Y.

BUY MORE
LIBERTY BONDS

AS PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

New York Belting & Packing Co.

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NEW YORK

124-126 W. Lake Street
CHICAGO, ILL.

2d Ave. N. and 3d Street
MINNEAPOLIS, MINN.

218-220 Chestnut Street
ST. LOUIS, MO.



IMPROVED DUPLICATING GRAIN TICKETS

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and at the same time, a ticket will be ready for the hauler. Very convenient for dealers who regularly issue scale tickets for each load of grain received. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{4}$ inches. The 125 duplicates are printed on manila, but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer." Order Form 19GT. Price \$1.10.

GRAIN DEALERS JOURNAL

305 So. La Salle St.

Chicago, Ill.

“Working to Beat the Devil”

An Ample Reason for the New Goodrich Grain Belts

THAT'S the job of every red-blooded, Liberty-loving American—whether he takes the gun, the loom or the lathe. It's all the same because it's the ability to deliver the goods on the field, in the factory, behind the scenes that determines how soon and how complete shall be our victory.

Goodrich is playing a mighty part in promoting industrial efficiency.

In the *new* “CARIGRAIN” and “LEGRAIN” belts for grain elevator service Goodrich has made it possible for *you* to increase the volume of your work to a very marked degree. Simply because they have been built *since the war*, up to a Win-the-War standard, and by a manufacturer whose aim is *your* aim—

To work tirelessly for Victory!

Their service possibilities merit your investigation.

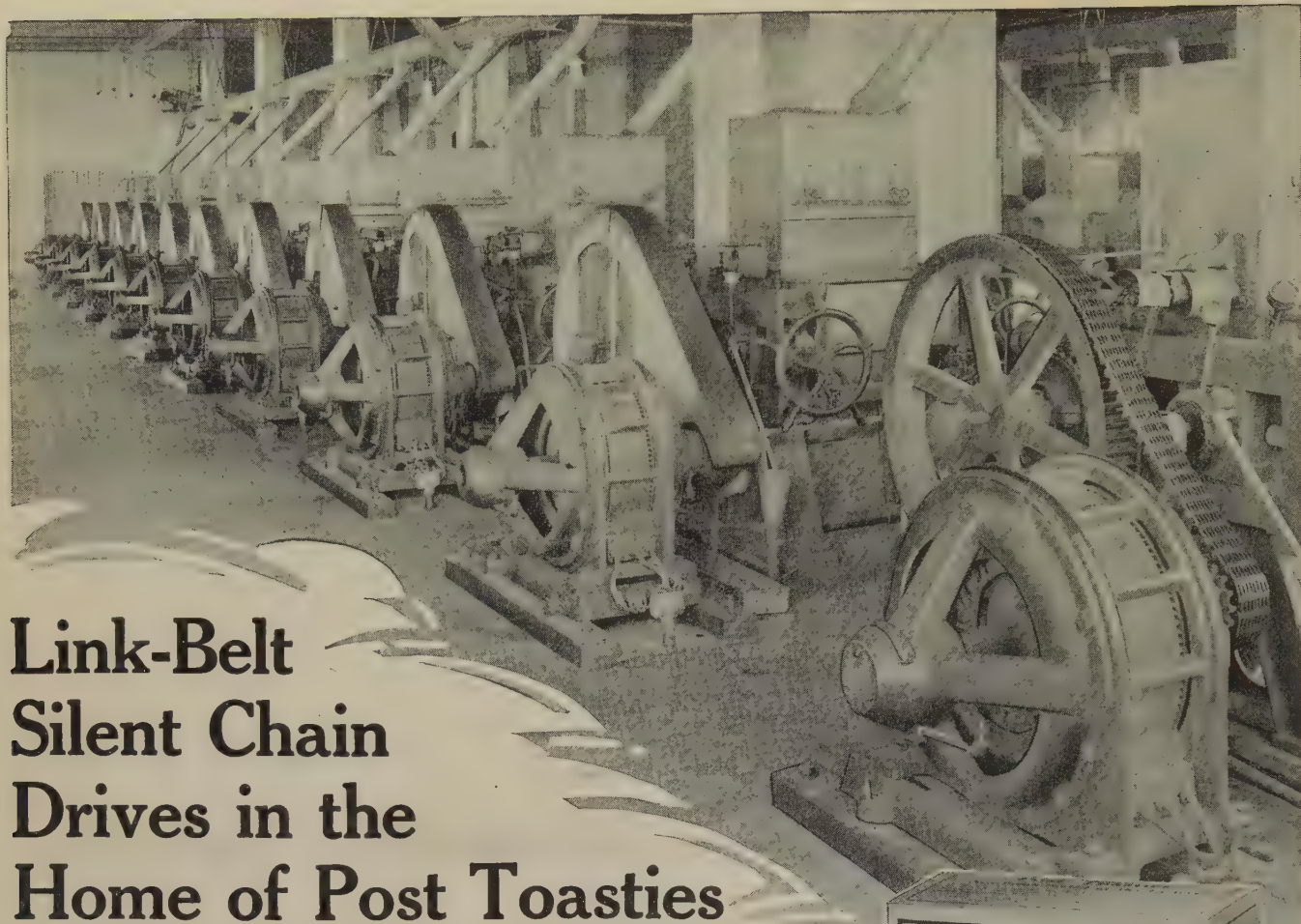


THE B.F. GOODRICH RUBBER COMPANY

The City of Goodrich—AKRON, OHIO



GOODRICH GRAIN BELTS



Link-Belt Silent Chain Drives in the Home of Post Toasties

TWELVE years ago, when the Postum Cereal Company was still an infant among industries, they purchased their first Link-Belt Silent Chain Drive. Today that same drive is still in use, efficiently driving an important machine in the production of Post Toasties.

Based on the successful performance of that first drive, Link-Belt Silent Chain has long since been adopted as a standard driving medium throughout the Post Toasties plant. A few of these drives are shown above.

Every one has proven itself "flexible as a belt, positive as a gear, more efficient than either". On repeated actual tests, Link-Belt Silent Chain Drives have proven themselves 98.2% efficient.

Isn't it possible that a driving medium on which the Postum Cereal Co. is willing to stake its production of Post Toasties, will prove highly efficient and reliable in the production of your product? Think it over. Then write for book No. 125 giving complete details.

LINK-BELT COMPANY

PHILADELPHIA

New York
Boston
Pittsburgh
St. Louis
Wilkes-Barre
Cleveland
Detroit
Minneapolis

CHICAGO

299 Broadway
49 Federal St.
1501 Park Bldg.
Cent'l Nat'l Bank Bldg.
24 Nat'l Bank Bldg.
429 Rockefeller Bldg.
782 Dime Bank Bldg.
418 S. Third St.
Charlotte, N.C.

KANSAS CITY, MO.

Seattle
Portland, Ore.
San Francisco
Los Angeles
Toronto, Can.
Denver
New Orleans
J.S. Cothran, Com'l Bldg.

INDIANAPOLIS

407 Finance Bldg.
576 First Avenue, S.
First and Stark Sts.
632 Market St.
163 N. Los Angeles St.
Canadian Link-Belt Co., Ltd.
Lindrooth, Shubart & Co., Boston Bldg.
C. O. Hinz, Hibernia Bank Bldg.



LINK-BELT

SILENT CHAIN DRIVES

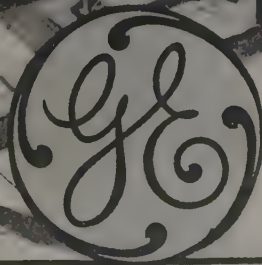
Save for Victory

To make each ton of badly needed steel, five and a half tons of coal must be used. One way to reduce the shortage of both is to avoid the wasteful use of power and equipment.

This requires efficient generation and distribution of electric power and that electric power equipment be intelligently selected for exact suitability to its work—applied directly to that work, without needless friction and losses—protected by proper automatic devices and given reasonable care and attention from operator.

To help accomplish these savings, we offer co-operative advisory service by industrial power experts located in all the large cities of this country.

— 43-90



GENERAL ELECTRIC COMPANY

GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with Torsion Balances.



5055

Style No. 5055 Corn Addity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

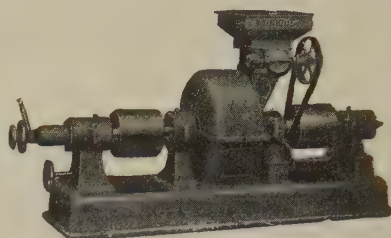
The Torsion Balance Co.

Pacific Coast Branch:
49 California Street
San Francisco, Cal.

Factory:
Jersey City, N. J.

Office:
92 Reade Street
New York

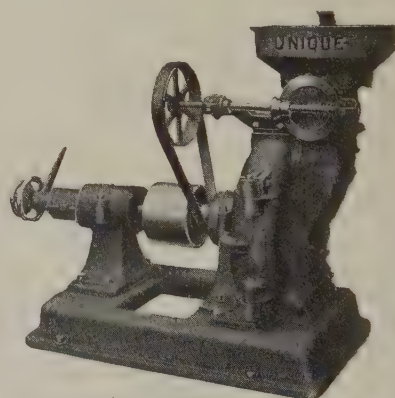
Feed Grinding is Profitable



Farmers are using more and more ground feed as they come to know better the great advantage it has over whole grains, and they turn naturally to the grain dealer as the one who is in the best position to supply their wants. Are you prepared to take care of this business, and to get the profits that result from it?

You can be if you will install a UNIQUE Feed Grinder in your elevator.

Write TODAY for No. 7 Catalog.



Write Nearest Office

Robinson Mfg. Co.
Muncy, Pa.

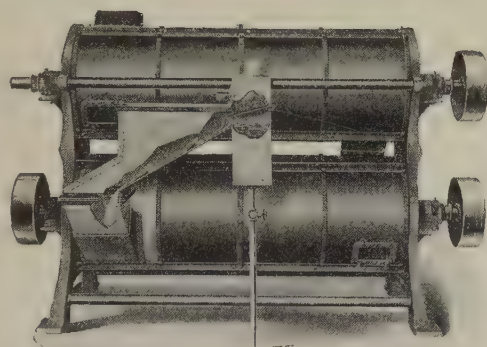
P. O. Box 411

Chicago Office: 416 Western Union Bldg., Chicago
456 L. St. N. E. - - - Minneapolis, Minn.
1131 S. 2nd St. - - - Louisville, Ky.
79 Milk St. - - - Boston, Mass.
3325 Archwood Ave. - - - Cleveland, O.
39 Cortland St. - - - New York City



BUY MORE

LIBERTY BONDS



The World's Greatest
Wheat Cleaner

Clean Wheat

No more powerful incentive for big trade can be made than that which is afforded by the Wolf-Dawson Wheat Washer and Drier. Cleans the dirtiest, most smutty wheat with one operation. The cost for cleaning the dirtiest wheat does not exceed one-eighth cent per bushel. And this cost includes power, water and waste. Big profits in handling smutty wheat. Particulars in Bulletin 94.

The Wolf Company
Chambersburg, Pa.

DO AS MANY OTHERS ARE DOING

Overcoming Their Serious Troubles by Using Our 50 Gallon

METAL FIRE BARRELS

Including Buckets and Calcium Chloride

For Further Particulars and Prices Write Home Office

CARBONDALE CALCIUM CO.

CARBONDALE, PENNSYLVANIA



RANDOLPH GRAIN DRIERS
STEAM OR DIRECT HEAT CONTINUOUS FLOW MADE IN ALL SIZES
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The loss of the Metal itself.

The loss of labor and time used in converting, transporting and applying it.

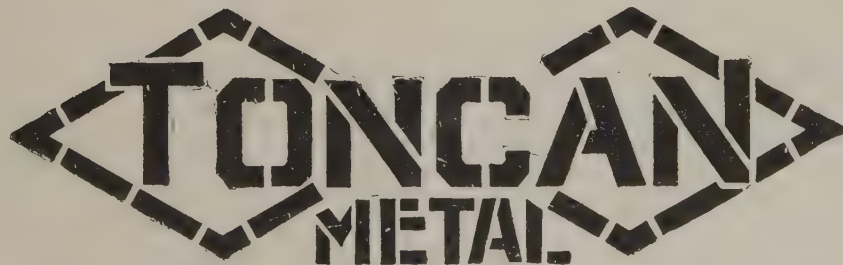
The loss of goods and equipment through failure of the sheet metal, and loss of the use of the structure until repairs can be accomplished.

It takes no more iron to make a ton of Toncan Metal than to make a ton of ordinary Steel. Therefore the use of Toncan Metal, because of its greatly increased durability, means a saving of iron, of time and labor; a distinct conservation of our resources.

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Sole Makers



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Grain Elevator Equipment

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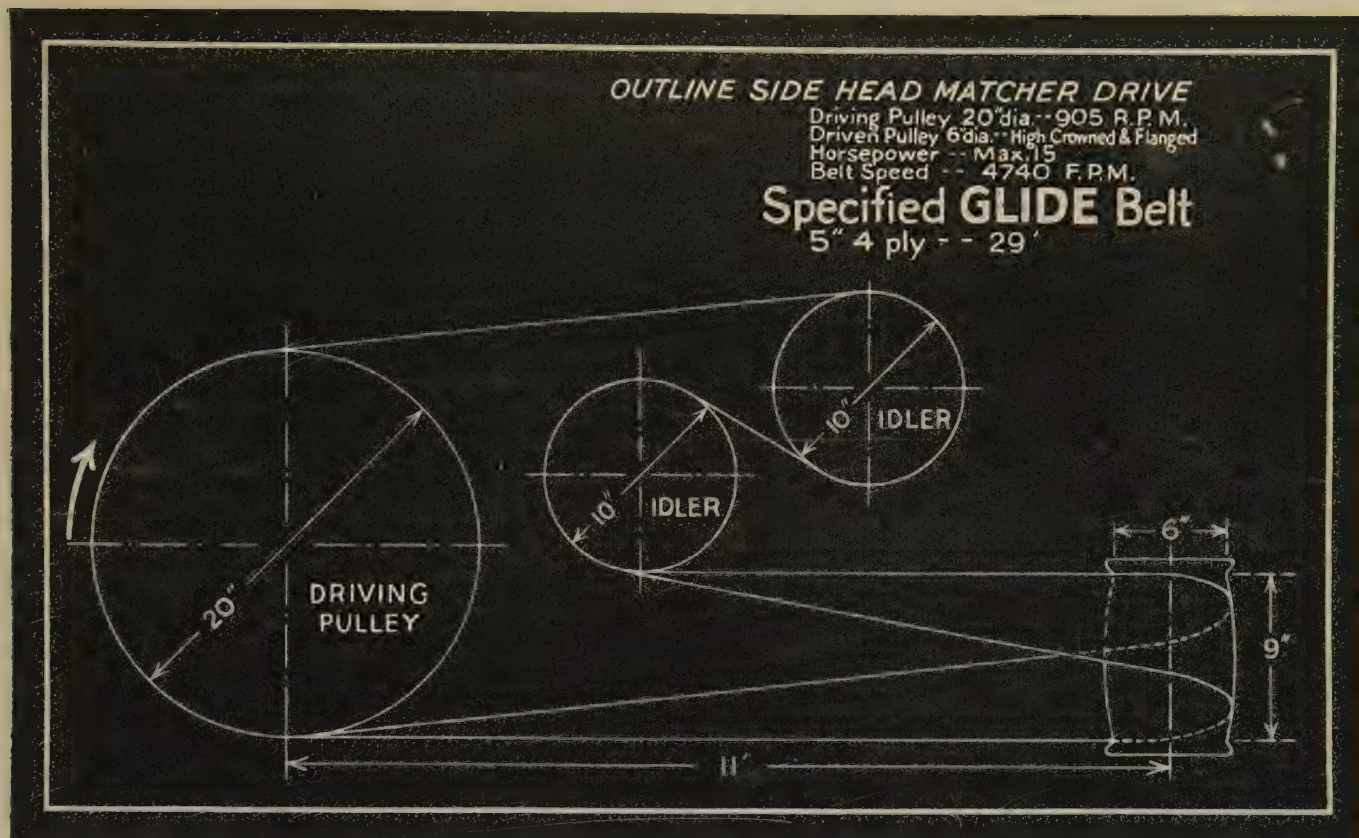
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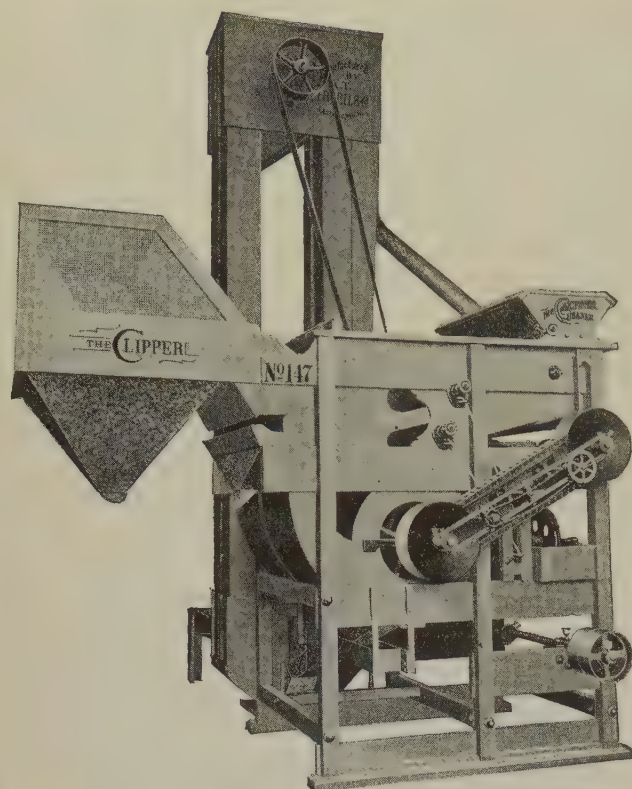
of belting would have cost \$1.55—so that \$1.00 spent for Glide was as good as \$3.10 spent for the special double—and the better service of the Glide was thrown in for good measure.

Over thirty dollars in belt cost alone are saved every six months by that 29 feet of Glide Belt and the analysis service of the G. T. M.—\$121.80 a year. When he pointed that out, he told them of the Goodyear plan of Plant Analysis, of having a G. T. M. analyze every drive in the plant for the purpose of prescribing the belt best designed to meet the peculiar conditions of each. They told him to go ahead.

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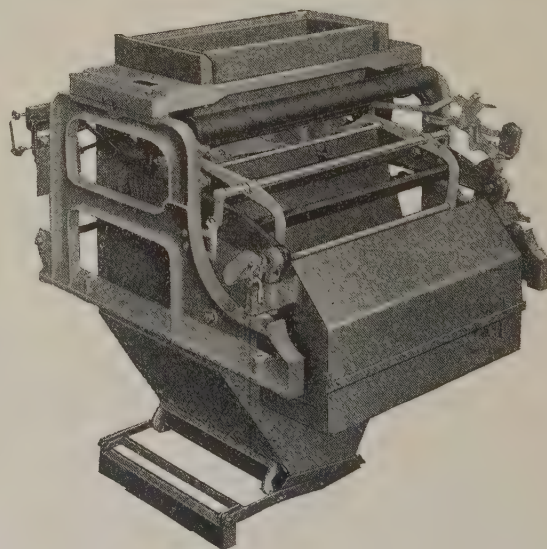
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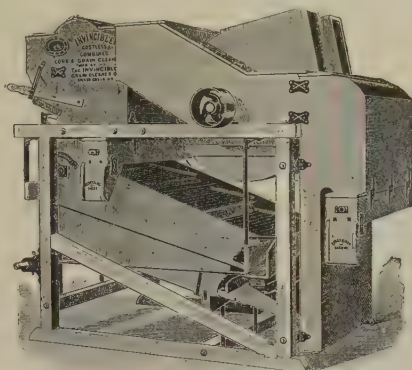


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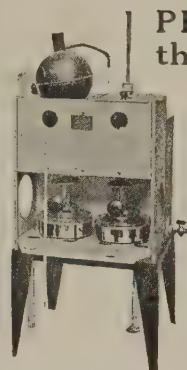


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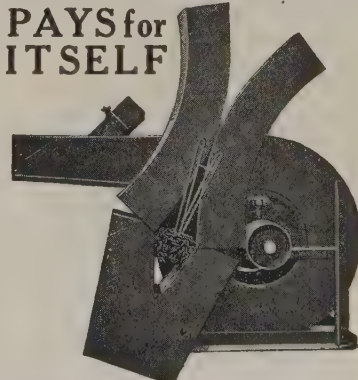
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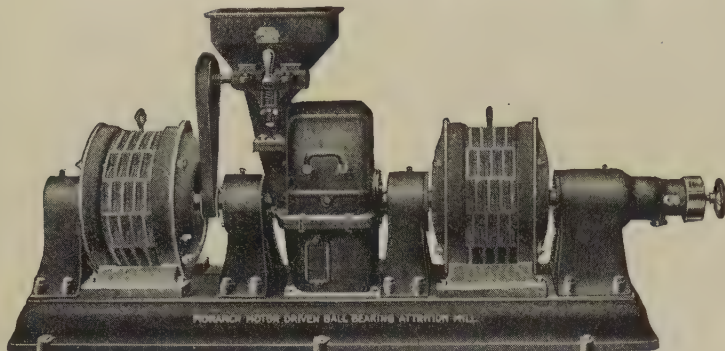
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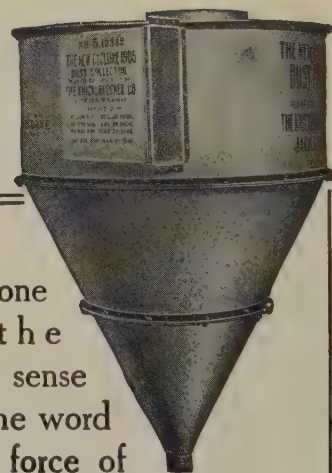
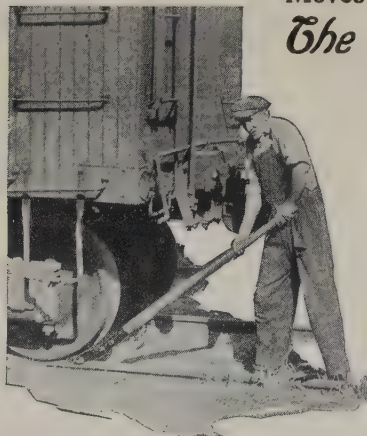
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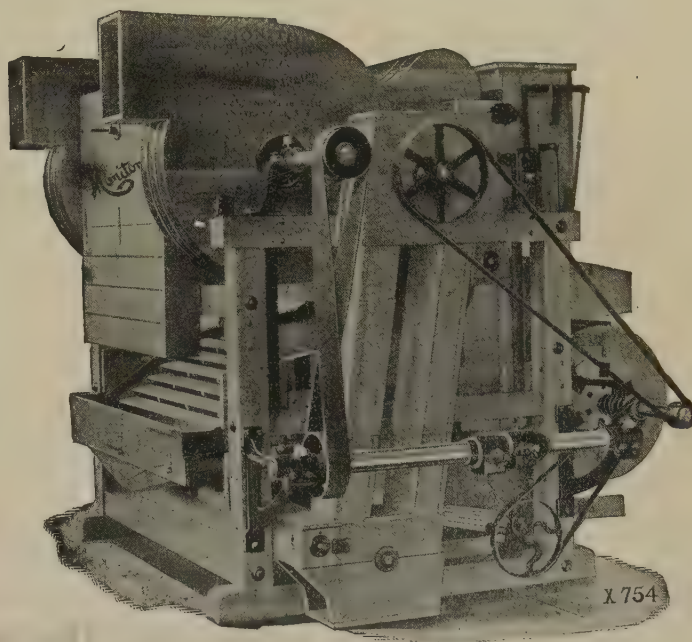
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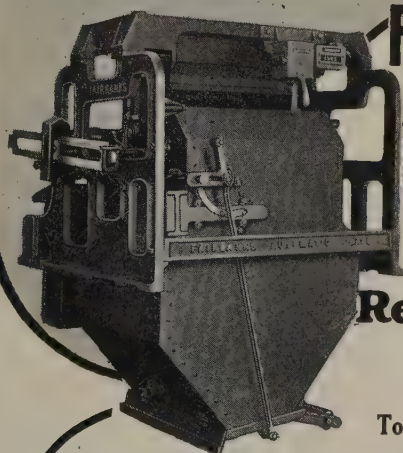
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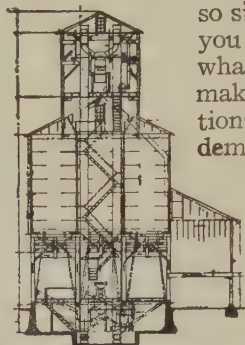
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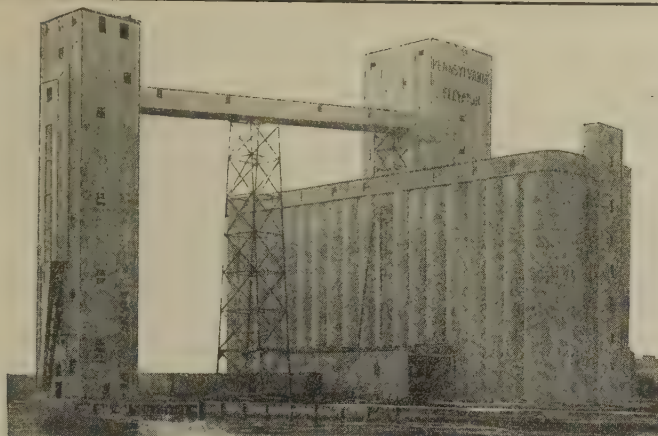
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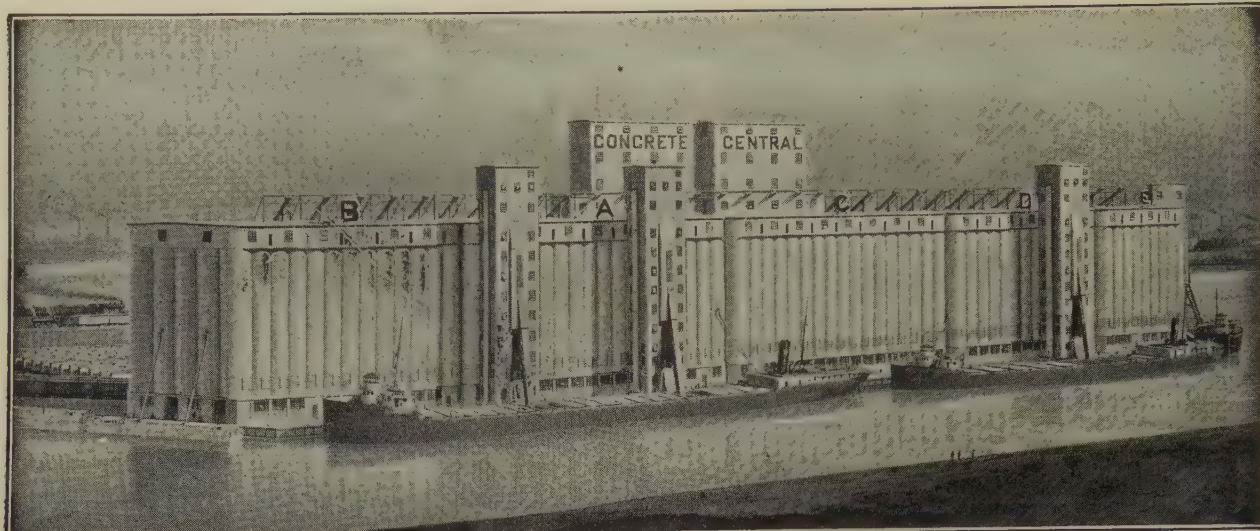
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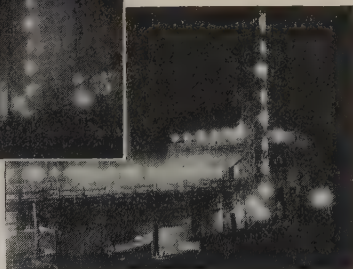
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is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

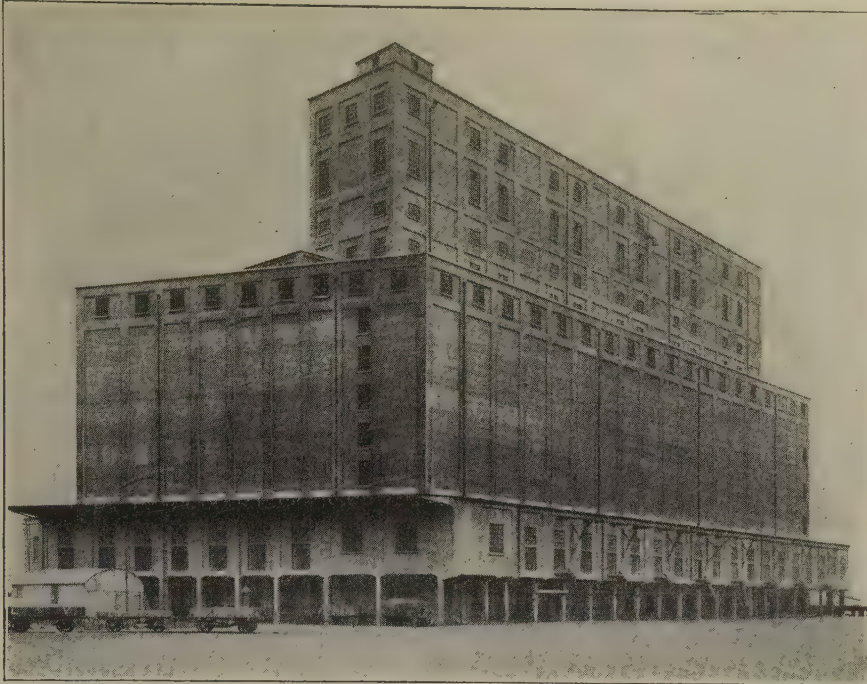
At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$2.00. Address

GRAIN DEALERS JOURNAL

LaSalle. Street - CHICAGO, ILL.



Elevator No. 2

Manchester Ship
Canal Company

Manchester, England

1,500,000 Bushels

John S. Metcalf Co., Ltd., *Grain Elevator Engineers*

54 St. Francois Xavier Street
MONTREAL, CANADA

108 South La Salle Street
CHICAGO, ILL., U. S. A.

395 Collins Street
MELBOURNE, AUSTRALIA

36 Southampton Street Strand
LONDON, W. C., ENGLAND

FEGLES-BELLOWS ENGINEERING CO. LIMITED

ENGINEERS—CONTRACTORS

GRAIN EXCHANGE,
FORT WILLIAM, ONT.

UNION BANK BLDG.
WINNIPEG, MAN.

THIS IS WHAT WE DID IN 1917

500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.
175,000 Bu. Fireproof Elevator, Western Terminal, Ft. William
500,000 Bu. Fireproof Elevator, N. M. Patterson Co., Ft. William
1,000,000 Bu. Fireproof Elevator, C. G. Ry., Transcona, Man.
Fireproof Treating Plant, Anchor Elevator, Winnipeg, Man.
Complete Fireproof Plant—Mill, Warehouse and Elevator—for
the Echo Flour Mills Co., Gladstone, Man.



Canadian Government Railways Elevator, Transcona, Man

WE HAVE AN ENVIABLE RECORD FOR SERVICE



The 1,250,000 Bushel C. & N. W. Elevator

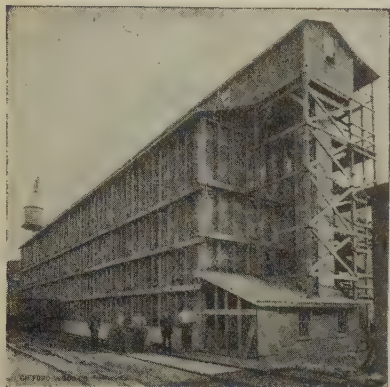
at
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is the latest acknowledgment of our
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WITHERSPOON-ENGLAR CO.
1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof
MILLS AND ELEVATORS

Big Business is Just Ahead of You —



Unusual Demand for Coal Handling Machinery A Good Business Barometer

Are your facilities adequate for handling your present tonnage—and *More Business too?*

Let us show you a way to reduce your Handling Cost, increase daily deliveries and better your service.

**G-W
Wagon
Loaders**
Solves the
Loading
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Send for
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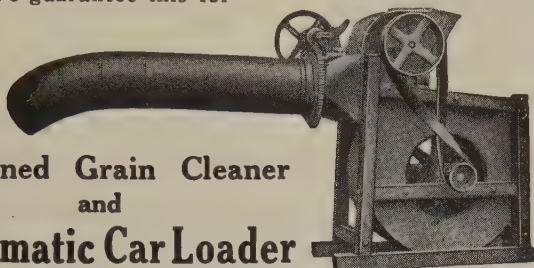
Chicago Office: 565 W. Washington Street
Works: Hudson, N. Y.



CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The
Combined Grain Cleaner
and
Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

THE ROBERTS ALFALFA MILL

When fitted with baled hay attachment will grind baled hay as readily as loose hay without the operator breaking the bales.

The Roberts Packers are especially designed for alfalfa meal, easily operated and do not tear the bags.

Maximum capacity with minimum power.

Write for catalog and descriptive matter.

THE ROBERTS MILL & MACHINERY COMPANY

1725-31 Blake Street, DENVER, COLORADO

Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.

ENTERPRISE, KANSAS

KENNEDY CAR LINERS

Prevent Leakages
Avoid Claims
Saves Money

Used by Thousands of
Progressive Shippers

MADE BY

**THE KENNEDY CAR
LINER & BAG CO.**

SHELBYVILLE, INDIANA

Prevent
CLAIM LOSSES
with
**TYDEN
CAR SEALS**

Bearing shipper's name
and consecutive num-
bers.

6000 SHIPPERS
Are now using them.
Write for samples
and prices.

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President
617 Railway Exchange Bldg. CHICAGO, ILL.



For Accurate Moisture Tests
use our Grain Dealers Air
Tight Cans for forwarding
your grain samples.

ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of
price; or on trial to responsible
parties. Has automatic valve and
fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



**FIRST—Get Bulletin 250, or Wire
ZELNICKER IN ST. LOUIS**

Before buying or selling
CARS, RAILS
Steam and Electric Power Plant Equipment
Machinery—Tanks—etc.
What have you for sale.



Are You Wasting Money?

Operating machines and shafts
that could stand idle at least
a part of the time. Equip
your plant with Tester
Clutches and start saving
money. Get our Free Booklet.
Decatur Foundry, Furnace & Machine
Co., Dept. D, DECATUR, INDIANA



JOHN T. MCCUTCHEON

Write him cheerful letters

HE is doing something that HAS to be done for your sake. The more help-fully you write, the easier for him—and the quicker he comes back.

THE MAN YOU LOVE is fighting for your security and happiness. He is helping to bring this war to an early end—and to make another war like this impossible.

He is happy in the consciousness of VICTORY!

Of course his life is no bed of roses. Yet his discomforts are the discomforts of a red-blooded life in the open—the sort of life enjoyed by the cowboy of Arizona, by the mounted police of Canada, and by the adventurous spirits of all the world, and of all times.

He has good, wholesome food, well cooked, in great abundance and variety—hot from the camp kitchen, wherever he is stationed, in camp or trench. He has comfortable shoes and warm clothing. He lives under conditions of healthfulness maintained by sanitary experts. His health is constantly looked after by capable physicians—who bend every effort towards keeping him well, instead of waiting to cure him after he becomes ill.

His fighting equipment, his bayonet, gas-mask and ammunition embody every known advantage and improvement—American ingenuity has profited by all the past experiences of our allies and the enemy as well. He has every possible advantage over the enemy in both defense and aggression. In all the history of the world no soldier has been so well equipped, so well taken care of as the American soldier.

As a result, even with battle losses included, the death rate in the American army is not materially greater than in most American cities. The great majority of American soldiers will return stronger and more vigorous in body and in mind than when they joined the army.

Every conceivable condition contributes to his safety,

comfort and happiness EXCEPT ONE. The strong arm of Uncle Sam can do everything in the world for him—except control his thoughts of you.

That one condition is entirely within your control.

His fighting power, his health, his chance of winning and living depend in the end upon WHAT YOU WRITE TO HIM.

If you let him feel that you are discouraged, that you are afraid for yourself or for him, then he will be downcast and heavy-hearted.

If you let him feel that you are happy, that you are getting along well, that you are full of hope and courage, then he will be happy and stout-hearted—a mighty fighter in attack or defense.

So write him newsy, cheerful letters. Tell him the pleasant, treasured bits of gossip from home.

That is the one thing that you must do for him—and for your country.

That is one thing above all others that you can do to hasten the end of the war and victory for America and the right.

That is the one thing that we ask of your wisdom, your loyalty—that no one else can do.

For it is the high spirit, the dauntless courage, of the American soldier that is winning this war—for you.

Do your part to maintain this spirit, this courage!

And by your bravery, by your gameness, help to KEEP THE KAISER ON THE RUN.

COMMITTEE ON PUBLIC INFORMATION, 8 Jackson Place, Washington, D. C.

GEORGE CREEL, Chairman
THE SECRETARY OF STATE



THE SECRETARY OF WAR
THE SECRETARY OF THE NAVY

Contributed through Division of Advertising

U. S. Govt. Committee on Public Information

KELLOGG SEED COMPANY
186 Florida Street
MILWAUKEE, WIS.

Red Clover
Alsike

White Clover
Alfalfa

Sweet Clover
Timothy

This space contributed by Kellogg Seed Company during the War by

31 World's Champions

Think of It! 31 Queens of the Dairy World—Fitted and Fed on Schumacher Feed—A New One Almost Every Month

Mr. Feed Dealer:

The reputation that SCHUMACHER FEED has won on its merits makes it the choice of leading dairymen as the carbohydrate part of their Dairy Rations.

It has more World's Champion Milk and Butter Records to its credit than all other dairy feeds combined. It is recognized everywhere as the world's leading carbohydrate dairy feed—that's why it is

The Feed That Will Bring Trade To Your Store

—it is the feed that is in greatest demand today—it is the feed that insures increased profits for your customers—it is the feed that insures a bigger feed business for you.

We have a BUSINESS GETTING PLAN for our dealers which we would like to tell you about. It is a "business booster" which will add to your volume of feed business immensely.

Write us today for full particulars of our "DEALER HELPS" for SCHUMACHER FEED dealers—a plan and service that we furnish free.

The Quaker Oats Co. Address CHICAGO (106-D)
U. S. A.

Finderne Pride Johanna Rue. Greatest Butter Producing Cow Living.
Produced 28403.7 lbs. of milk and 1470.5 lbs. of butter in 365 days.

Brookmeade Dorothy 55715. World's Champion Two-year-old Guernsey.
Produced 14179.4 lbs. of milk and 742.8 lbs. of butter in 365 days.

Garclaugh May Mischief. Greatest Milk Producing Ayrshire.
Produced 25328.7 lbs. of milk and 1056 lbs. of butter in 365 days.

Sophie 19th of Hood Farm. World's Champion Jersey.
Produced 17667 lbs. 12 oz. of milk and 1175 lbs. 7 oz. of butter in 365 days.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

FOR SALE—Elevator for corn and wheat. 10 H. P. Electric Motor, new. Building and machinery in good condition. Now doing business. Tudor & Co., St. John, Kansas.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

20,000 BU. ELEVATOR, frame building, for sale. Located at Osage, Iowa, on C. G. W. R. R. Very cheap. Write Buy, Box 3, Grain Dealers Journal, Chicago.

FOR SALE: An elevator and coal business in central Iowa. Good proposition. Owner has other business and must sell. Address Central Iowa, Box 7, c-o Grain Dealers Journal, Chicago, Ill.

DOUBLE YOUR MONEY within three years by investing NOW in Ohio elevator and coal business. \$16,000 cash—no trade. Address Double, Box 5, % Grain Dealers Journal, Chicago.

FOR SALE—Grain Elevator, Coal, Flour & Feed business to settle estate. Located in good grain territory. A regular money maker. Address Grain Box 9, Grain Dealers Journal, Chicago.

FOR SALE OR LEASE—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdot & Co., Bonnot's Mill, Mo.

FOR SALE: Three story brick bldg. 80x100 equipped with power and trackage on two roads; 100,000-bu. capacity Elevator with track scales; Victor Scourer & Polisher No. 4, steel cut oat machine, ensilage cutter Ohio No. 4, Marsh Boiler feed pump, cast iron steamer, Richmond bolter and dresser, rolled oat aspirator, 6 set sandstone burrs 48" dia., steel smoke stack 9'x125' lined with fire brick, 150-h.p. B&W Boiler and water heater, all in good condition. M. M. Vaughn, Agt., Nebraska City, Neb.

FOR SALE—Elevator 20,000 capacity with 14,000 bu. Ear Corn crib, coal business. Good territory Eastern Illinois. Must sell on account of breakdown in health. Address Kent, Box 9, % Grain Dealers Journal, Chicago, Illinois.

FOR SALE—Three elevators in Northwest Oklahoma. Best wheat belt in state. All well located in good live towns. Good schools and churches. Bargain if sold soon. Address Head, Box 5, Grain Dealers Journal, Chicago.

FOR SALE OR RENT—Two grain elevators. One equipped with cleaning machinery. Splendid shipping facilities. Address Frank C. Blodget, 600 Flour Exchange, Minneapolis, Minn.

ELEVATOR FOR SALE.

18,000 bu. cribbed elevator, near station, good shape, in the best wheat section of N. Dakota. Reason too much to handle. Reasonable price. Address Elev., Box 1, care Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE

FOR SALE—\$5,000 buys my elevator in Northeastern Illinois. Good grain point. C. J. Meyer, Ogama, Arkansas.

ELEVATORS FOR RENT.

ELEVATOR FOR RENT, either with or without mill in connection. About 200 M capacity. Located in Toledo, Ohio, on T. & O. C. tracks, New York Central Lines. Apply A. M. Donovan, 208 Second National Bank Bldg., Toledo, Ohio.

ELEVATORS WANTED.

WANTED—To buy well located country elevator, preferably in Nebraska. Address WAN Box 7, Grain Dealers Journal, Chicago.

WAREHOUSE FOR SALE.

WAREHOUSE, fully equipped for milling and handling beans, grain or seeds, located on track at East Jordan, Mich. Also Manager's residence. Can make an attractive price. Address The Everett E. Clark Seed Co., Milford, Connecticut.

BUSINESS OPPORTUNITIES.

FOR TRADE: A good 160 acre farm. Will trade for good elevator. Sloan-Simmons Grain Company, St. Joseph, Missouri.

IF YOU WANT to sell or exchange your property, write me. John J. Black, 57th Street, Chippewa Falls, Wis.

FOR SALE or Trade, farm near Independence, Iowa. Want elevator or lumber yard in Northern Illinois or Iowa. Farm leased for next year at one-half crop and \$300.00 cash. Go and see this farm and submit best offer. C. O. Pfund, Bode, Iowa.

FOR SALE—Coal and feed business. Address Esmond & Dean, Chemung, Ill.

FOR SALE—On account of sickness in the family will sell our coal business at Rochester, Minn. Address Sheldon & Richardson, Rochester for particulars.

MISCELLANEOUS.

FOR SALE—Two No. 8 Bowsher Feed Mills in perfect running order. First person sending us check for \$50.00 will get one of these machines and the second check the other. Price f. o. b. cars point shipment. Goodrich Bros. H. & G. Co., Winchester, Indiana.

FOR SALE—A New Way hay press that has baled only 95 tons. Shipment from a nearby point in New York state. Also Ann Arbor Columbia 17x22 Belt Presses in stock at Weedsport, N. Y. ready for immediate delivery. Tudor and Jones, Weedsport, New York.

FOR SALE—In good condition, approximately 60 Revolving Dust Collectors, standard makes. For prices write the Buckeye Cotton Oil Co., Atlanta, Ga.

FOR SALE—Secondhand leather belting, cheap. 910 Weed Street, Chicago.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

ELEVATOR BROKERS.

JAMES M. MAGUIRE
6454 Minerva Ave., Chicago, Ill.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

OFFICE SUPPLIES.

ADDING MACHINE: Nearly new nine column, total, sub-total, error repeat, etc., cost \$250, will take \$75; also Oliver Typewriter, like new, \$30. J. G. Meier, Russell, Kansas.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co., of Ill., 409 N. 4th St., St. Louis, Mo.

TYPEWRITERS—All Makes. Factory Rebuilt, good as new, guaranteed, lowest prices. Good prices for your old machines; write for catalog. (Estab. 1904.) Ben Samuelson & Co., 219 S. Dearborn St., Chicago.

SCREENINGS WANTED

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

BAGS—BAGGING—BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

ENGINES FOR SALE.

FOR SALE—One H. P., one 35 H. P. and one 45 H. P. Miami gas engines in excellent condition. Address The Shartle Brothers Machine Co., Middletown, Ohio.

FOR SALE—Economy Gasoline Engine, 7 h. p. 6x16 friction clutch pulley, mounted on trucks, good as new, \$175. C. F. Cline, Terral, Oklahoma.

FOR SALE—75 H. P. engine and gas producer, run about a year. Dadmun Brothers, Whitewater, Wisconsin.

FOR SALE—15 H. P. Cushman Engine as good as new. Will sell cheap. Address Ex. 158, Forgan, Oklahoma.

IF YOU WANT A MACHINE that is not advertised here, ask for it. Make your wants known. Some one wants to sell the machine you need, but hasn't started advertising it.

ENGINES FOR SALE.

FOR SALE: Gas engine, 20 horse power, good condition. The Giele & Pfaffum Co., 44 E. Second Street, Dayton, Ohio.

GAS ENGINE: 60 h. p. for sale. Superior. \$500.00 f. o. b. Gueydan, La. Good condition. Write Florence Louisiana Company, Gueydan, La.

FOR SALE: Compound Engine, 14x30x42, with surface condenser and belt pump, 1 Sterling water tube boiler, 150 h. p., one flywheel 15 ft. in diam., ten grooves, 1½ in. rope. Red Wing Mfg. Co., Red Wing, Minn.

FOR SALE—12 H. P. Stover gasoline engine. Only used one year, in good condition—price \$350. Same engine from dealer will cost \$522. Cheyenne Wells Elevator Co., Cheyenne Wells, Colo.

FOR SALE: 25 H-P Charter Oil engine with clutch pulley, fuel tanks and piping, one year old same as new, immediate shipment \$800. Address Home Milling Co., Fargo, N. Dakota.

STEAM ENGINES, BOILERS.

FOR SALE—18 H. P. STATIONARY steam engine; Will Hines, Peabody, Kans.

BOILERS—high pressure, 18, 20 and 30 h. p. Engines 6, 10, 20, 60 and 150 h. p. Gas engines, 6, 9, 26 & 30 h. p. Heaters, pumps. Casey Boiler Works, Springfield, O.

FOR SALE: One 16x36 Corliss Monarch Cylinder, complete with valve gears. Cylinder in good condition. Price right. Address Border Queen Mills, Caldwell, Kansas.

FOR SALE: 12x36 Atlas Corliss 100 h. p. engine, good condition. 60x18 low-pressure 100 h. p. boiler, good condition. Frame for Barnard & Leas three-pair high 9x24 corn mill. Good condition. The Hadley Milling Company, Olathe, Kansas.

FOR SALE—2 80 H. P. return tubular boilers, with fronts in good condition to stand pressure of 100 pounds or better. Wm. A. Coombs Milling Co., Coldwater, Michigan.

FOR SALE: 250 h. p. Clark-Corliss Engine in first class condition for immediate shipment. Right hand, compound condensing; cylinder 12" and 20"x30"; R P M 200; boiler pressure 150 lbs. Have installed electricity. Montana Flour Mills Co., Lewistown, Mont.

TOO LATE TO CLASSIFY.

MEN WANTED—Elevator managers are in demand. Insert your advertisement in the Grain Dealers Journal to get the position that is waiting for you.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees needed in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

MALE HELP WANTED.

WANTED—Man of experience to take charge of established hay business at good Indiana shipping point. Address Rm. 456, Sherman House, Chicago, Ill.

WANTED—Grain buyer for Independent Elevator; good grain section, North Dakota. Apply to M. M. Van Osdel, Edmore, No. Dakota.

WANTED—By Chicago house, grain solicitor for Iowa. Give references, full details in first letter. Address W. E. Box 8, Grain Dealers Journal, Chicago.

WANTED—One Assistant Elevator Man to handle receiving and weighing of grain, one who understands using automatic scales preferred. Cunningham Commission Co., L. Box 46, Little Rock, Ark.

WANTED—Good sober elevator man, steady job. One who understands steam boiler and engine and can make repairs and not afraid of work. Located in central Ill. Address Fred, Box 9, % Grain Dealers Journal, Chicago.

WANTED—Seed cleaner, must thoroughly understand Clipper and Monitor machines. State age, experience and salary expected. T. H. Cochrane, Portage, Wisconsin.

WANTED—Man of experience to take charge of Elevator Office, Supervising claims and handling track buying and selling. Should have knowledge of bookkeeping. Address John, Box 9, % Grain Dealers Journal, Chicago.

WANTED—Solicitor to travel Illinois for Chicago receiving firm. Give qualifications. Address Progressive, Box 9 Grain Dealers Journal, Chicago.

WANTED—Active, reliable, sober solicitor, cash grain and futures, who is also telegraph operator. Location, large town near Chicago. Good opportunity. Address Telegraph, Box 9, Grain Dealers Journal, Chicago.

DYNAMOS—MOTORS.

ELECTRIC motors, generators, also engines; guaranteed condition. We buy, rent, sell and repair. Independent Electric Machinery Co., Kansas City, Mo.

FOR SALE: Motors, 1—15 h. p. 3 phase-220 volt, 1—10 h. p. 3 phase 220-v., 1—7½ h. p. 3 phase 220-v., 3—5 h. p. 3 phase 220 volt, 1—20 h. p. D. C. 110 volt. 1—7½ h. p. D. C. 110 volt, 1—5 h. p. D. C. 110 volt, also other sizes. Devere Electric Company, 234 W. Fourth St., Cincinnati, Ohio.

FOR SALE—Electric Light Plant, 2 H. P. Gasoline Engine, 40 Light Dynamo all complete—\$100. Also larger size Generators and Motors. Write us your wants. Aaron Electric Co., 15 S. Clinton St., Chicago, Ill.

WANTED.

WANTED—One cyclone dust collector, 6 ft. in diameter. Wagner Milling Company, Pedro, Ohio.

ELECTRIC MOTORS and Machinery at once. Do you want a motor? Write us. Largest stock in America.

NATHAN KLEIN & CO., 208K Centre St., NEW YORK CITY.

SITUATIONS WANTED.

WANTED—Position as Manager of Kan. of Nebr. elevator by capable, experienced man. Can go to work immediately. J. P. H. Goutzen, Box 751, Hillsboro, Kans.

WANTED: Position by good grain, coal and livestock man. At present am employed but desire to make a change. Address C. R. Box 7, Grain Dealers Journal, Chicago.

SITUATION WANTED with strong firm in grain or feed business by a married man of experience. Sales dept., preferred. First class references. Address Energetic Box 9, Grain Dealers Journal, Chicago.

WANTED POSITION as manager of grain elevator. I have had 20 yrs. successful experience; can give present employers as reference. Indiana or Ohio preferred. Address O-Ind., Box 1, Grain Dealers Journal, Chicago.

POSITION WANTED by experienced grain man, 45 years old, as Manager for Farmer's or Line Co.'s elevator. Have sold my elevator, so may take half interest in business if the business and location is suitable. Address A. C. Kaiser, Fairland, Ill.

POSITION WANTED as Manager and bookkeeper for Hay, Grain and Bean elevator by competent man having 12 years experience. Understand every phase of the business including the financial end. Can furnish A-1 references. Would also consider operating a good plant on joint account. Address Manager, Box 9, % Grain Dealers Journal, Chicago, Illinois.

WANTED—Position as Manager at country grain elevator. 10 years' experience at buying & selling. Employed at present. Good reason for change. Satisfactory reference. Married, not subject to draft. Submit your offers. Will correspond. Address X. Y. Z., Box 8, Grain Dealers Journal, Chicago.

WANTED—Position as manager of elevator in good town where there is a good school. Have had two years' experience as manager for an Equity Elevator. Can give present employers as reference. Address Ex, box 8, % Grain Dealers Journal, Chicago.

ENGINES & DYNAMO MOTORS.**FOR SALE—**

We have nine four-cylinder Carson Gasoline Motors, 12 to 16 H. P. Brand new. Regular price was \$175.00,—we will sell one or all for only \$110 each.

Also have one, only, 4 H. P. and one, only, 6 H. P. New Way air cooled motors. These engines still in original crates and will sell for half price.

Also some brand new magnetos and battery boxes, with coils and vibrators.

All this material brand new and just the thing for elevators, small dynamos, etc.

All prices f. o. b. Minneapolis,—terms cash with order. Goods absolutely guaranteed as represented or money back.

SCIENTIFIC FARMING MACHINERY CO.
912 Andrus Building,
Minneapolis, Minnesota.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

Before You Buy or Sell

SECOND HAND BAGS

GET **"WESTERN'S"** PRICE

WESTERN BAG & BURLAP CO., Chicago

FOR SALE

TWIN CYLINDER OIL ENGINE—International Mogul—Tytan YX-121; rated 50 H.P.; used 3 years; has combined gasoline and oil tank; compression tanks; air pump and water cooler; good condition. Changing our power to steam for dryer. Can be seen in operation at our elevator at Arcola, Ind. Will sell \$600 f. o. b. cars. Would cost new today three times this. It is worth the money if can use.

O. GANDY & CO.

South Whitley, Indiana

SCALES FOR SALE.

FOR SALE: No. 84,000 Hopper scale, type beam. Red Wing Manufacturing Co., Red Wing, Minn.

WE HAVE FOR SALE several reft Wagon Scales. Also one 3-bu. Richardson Automatic and one 4-bu. Fairbanks. W. H. Cramer Construction Co., North Platte, Nebr.

FOR SALE—One 3-bu. Richardson Automatic Elevator Scale. One 4-bu. Richardson Automatic Elevator Scale. These scales are in good condition; immediate shipment can be made. W. C. Bailey, 433 Ramage Bldg., Omaha, Nebraska.

FOR SALE — The following refitted scales, guaranteed to be accurate:
1—5 ton 14x8 Howe scale with compound beam.
1—12 ton 16x8' Fairbanks scale.

1—700 bus. Hopper scale (Monarch).
1—500 bus. Hopper scale (Monarch).
Address Howe Scale Co., 1510 Main St., Kansas City, Mo.

MACHINES FOR SALE. REAL BARGAINS

Prompt Attention. Quick Shipments.
When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.
Geo. J. Noth, Mgr.,
9 S. Clinton St., Chicago, Ill.

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One 50-bbl. American Midget Marvel Mill will grind 65,100 bushels, or 3,906,000 pounds of wheat in one year of 300 working days. Figuring the average cost of shipping this wheat at a conservative estimate of 10c per hundred lbs., the shipping cost amounts to \$3,906. Figuring the return shipment of the flour and feed at the same rate, it amounts to another \$3,906, or a total of \$7,812, that would belong to you and your community if you owned this mill in your town.

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435 Trust Bldg., Owensboro, Ky.

Gentlemen:

Please send me all information regarding details, prices, etc., pertaining to your mill.

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[Incorporated]

Published on the

10th and 25th of Each Month at

305 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

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value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

CHICAGO, NOVEMBER 10, 1918

NOW almost safe for democracy, when will the world be safe for a common, ordinary business man?

AND some of these days those old friends, WK, WN, WU and WZ, who together with some of their cousins have been missing from their accustomed places for so long a time, may again appear on the CND reports.

THE OWNER of every business is entitled to a salary for his services. That salary is part of the cost of doing business. It is a legitimate expense. Don't forget to draw your salary! And charge it to expense.

TELEPHONE contracts take on added force and effectiveness since the recent decisions by the Oklahoma Supreme Court, reported elsewhere in this number of the Journal, in which it is held, in substance, that a binding contract may be gathered from letters and telegrams passing between the parties and relating to the subject matter of the deal. Negotiations opened by a telephone conversation, and confirmed and completed by mail and wire may be made as definite and as binding in court as tho a carefully drawn legal document were signed by the parties to the transaction.

GRAIN DOOR reclamation will be greatly assisted and much time and labor saved in the opening of grain laden cars through the use of the new device which is illustrated elsewhere in this number. Born of necessity it seems to be a real find for the elevator superintendent who devised it, and no doubt he will eventually pass it on to the market.

MICE are again giving trouble in stacks of bagged grain in Australia. With a suspension of hostilities, the release of a large number of ships from more pressing service in connection with the military program, and the removal of the submarine menace, Australians are going to insist quite strongly that their wheat be moved in volume.

ESTABLISHMENT at Fort William, Ont., of a market for trading in grain for future delivery is another indication of the realization by the world at large a fact which the grain trade has long known, namely, that trading in futures is necessary to the maintenance of an open, free and unrestricted market for grains and for the stabilization of prices.

THE APPROACH of freezing temperature should prompt grain elevator operators in northern latitudes to supply their plants with steel fire barrels filled with calcium chloride solution. It is non-freezing, always accessible, so that even the dullest individual who can use a bucket can put out a fire in a jiffy. He does not have to chop thru ice to get water.

FAMINE IS predicted by the United States Employment Service unless its plans for a Unit Farm Labor Supply Organization are accepted. The political vultures seem determined to fasten their talons on the carcasses of the suffering, even though the War is over. It would seem that if they were really desirous of increasing the grain production they would go to work.

THE PROTEST by Portland, Ore., dealers against the contract terms in effect in some eastern markets shows that the trade still has some difficulties to adjust, but the very fact that so much progress has been made in the past is sufficient reason for firm confidence that the problems of the present as well as those of the future will be solved successfully and satisfactorily.

GRAIN SHIPMENTS may be continued indefinitely on the permit plan because the stocks at grain terminals are so large that an unexpected rush of grain might result in unnecessarily tying up a large number of box cars which can be used more advantageously in transportation. Now that Atlantic vessels will no longer be needed for transporting soldiers and war munitions they can be used to relieve the congestion of terminal grain storage facilities.

WITH the approach of colder weather many things become more active. Yeggmen and other forms of burglariously inclined gentry are included. Not much danger that they will steal money from the elevator office, 'cause to most dealers "there ain't no sich animal," but they might make a fool mistake and set fire to the plant. Keep it locked, and locked securely, every night.

TOO MANY accidents to elevator operators and employes are reported in each number of the Journal, this issue being no exception. The greater number of them are due to carelessness, either of the injured man, a fellow workman, or his employer; and practically all of them are preventable. It is almost axiomatic that "a careful man is the best safety device known," and the combination of careful men and approved safety devices will eliminate much needless suffering and loss.

AUTO TRUCKS are increasing in number everywhere and grain dealers must soon be prepared to unload grain from trucks expeditiously. The overhead truck would seem to afford a logical solution of the elevator man's difficulty but inasmuch as all elevators must soon be equipped to receive grain from wagons and trucks then it would be to the advantage of the elevator man to have his facilities for receiving grain from trucks apart from those for receiving bulk grain from wagons.

DEALERS who desire to build new elevators or repair old ones, will now be able to get the materials and supplies needed without interference by the State Councils of Defense. So many buildings which have been voluntarily postponed for patriotic reasons and others stopped on account of war will now be completed without any further interference. Most of the manufacturers supplying the grain elevator trade have been getting raw materials in reasonable amounts but soon will be able to get all they want without restriction, as war work will now give way to the more pressing needs of the food trade.

REGIONAL and zonal freight rates are coming, according to recent reports. They probably will be based entirely on mileage, and little or no regard may be given to the existing lines of movement that have been built up by reason of natural advantages and trade conveniences. Some markets will inevitably lose certain present privileges in the process of readjustment, while others will gain. It is impossible to say now when these things will happen, or to put one's finger on particular changes that may be expected; but the subject offers much food for thought on the part of the grain trade. And, for that matter, it is of vital importance to every business, whatever its nature.

WHETHER grain elevator operators are called upon to make any more reports to the Federal Trade Commission, to the Food Administration or to the Fuel Administrator they will find it to their own advantage to keep accurate records of all business transactions connected with every branch of their business, because the internal revenue collectors will want to know much about their business for several years to come. The more complete and accurate their accounting system is the easier it will be to secure the information needed.

SPLIT CERTIFICATES will not be abandoned by the grain trade without a struggle. We are willing to wear paper shoes to win the war, but we cannot accept "Fractional Cargo Certificates" as a substitute, when they do not answer the same purpose. This proposed innovation is purely to aid the Department in detecting inspectors who do poor work, an end that could be gained by using some of the wonderful detective talent that has been developed by the war. Let the Markets Bureau step across the hall and ask the secret service bureau how they do it.

UNDER the stimulus of war necessities and a sincere desire to help in food conservation, many localities, particularly in New England, have this year grown enough wheat to supply their local needs and some of them will even have a small surplus, whereas in the past they have drawn their supplies from farther west. This condition will probably continue for a season or two, and it will have a certain effect on the movement of grain and grain products, but it cannot be expected to exist indefinitely. New England can not produce wheat as cheaply as western communities can supply it to her; therefore, she will quit producing wheat, just as she did some years ago.

AN EASTERN buyer of corn who sold several shipments put in a claim against the carrier for his loss at his selling price which, of course, was his true measure of loss. This case as recited in "Asked & Answered" this number has been known to the experience of many grain shippers, and notwithstanding the clause printed on the back of bills of lading limiting loss to the invoice price some shippers have brought suit for the full amount of their damages. Several years ago a Minnesota shipper who had sold flax for delivery within a stipulated time and loaded all that was obtainable at his station, suffered a loss thru the wrecking of a train greatly in excess of his invoice price because a scarcity resulted in a sharp market advance and he was unable to fill his contract with flax at anywhere near the price at which he had sold. Fairness demands that carriers either replace the property destroyed or else reimburse the shipper for the full amount of his loss. The invoice price is not a true measure of the grain shippers loss any judge will quickly discern.

PROOF that there is a real problem to solve in connection with the weighing and dumping of auto trucks is contained in a report from Kansas published in the News Dep't of this number of the Journal. In this case a wagon scale was broken down when a truck was driven onto it. It is not safe to attempt to weigh heavy trucks on scales constructed to handle wagon loads, nor should they be permitted to drive onto dump logs that were built to support only wagons. A good rule to follow regarding the scale is to keep off its platform any weight in excess of the capacity of the scale as determined by its manufacturer; thus, a 5-ton truck should not be driven onto a 4-ton scale. As for the dump logs, and the driveway floor itself, the weight which they should be called upon to support is determined by the method of construction and the strength of the materials used.

THE HUNDRED pound unit has found a new friend in one of our Minnesota correspondents, this number. While doubtless the bushel of varying weights is confusing and out-of-date, we are firmly convinced it would be a mistake for the grain trade to adopt a larger unit of measure in handling any crop. All profits are computed on the unit handled, for instance the Vice-Pres. of the 11th zone of the Food Administration has stipulated that Illinois grain dealers and millers shall not take a gross profit in excess of 8c per bushel plus the freight. Whatever the unit of measure adopted by any line of trade the expense and the profit will be figured on this unit. The larger the unit the larger the same profit must appear to the average individual. It would be far better for grain handlers generally, if all grain like rice, was purchased by the pound. The profits could be kept down to a figure so low as to discourage any one suggesting a reduction, and still the dealer could live.

BURSTING of two elevators is reported in the News Dep't of this number of the Journal, one of them being in Indiana and the other in Minnesota. Nothing but weak construction can cause bursting; an overload will not do it, because there can be no such thing as an overload in an elevator, the house will be "loaded" when it is completely filled, and after that it will be a physical impossibility to put in more of a "load." The house that is built to sustain and to resist the pressure of all the grain that can be put into it does not burst. A house that is not built to do these things is an example of poor construction. There is no middle ground, and only one who thoroughly understands the principles of engineering is competent to say that a building is or is not strong enough for the work it will be called upon to perform. That is why money expended in obtaining the services of a competent engineer at the time of building is money well invested; and it pays big dividends.

The Market.

Country elevator operators who are not in position to take long chances owe it to themselves to buy very closely and hedge wherever possible because it is next to impossible to determine the influence of peace on future prices.

The food conditions in the countries which have already surrendered are almost as bad as those in the sections of France and Belgium recently delivered from the enemy, and conditions in Russia are not much better so that if we are to save the unfortunates from intense suffering during the coming winter we must ship large quantities of food-stuffs.

The amount of grain which can be spared will, no doubt, exceed the carrying capacity of the vessels obtainable. If this demand reaches the extent now expected then higher prices will probably prevail for all grains except wheat, and foreigners may outbid the government for that if the restrictions against exporting by individuals are withdrawn. The future presents so many new conditions, so many uncertainties that every dealer must exercise extreme caution lest he be caught in some new current and cast up or pulled down.

The Technical Railroad Claim Agents.

Since the government took over the operation of the railroads the claim agents have devised some new excuse every few days for declining the payment of grain shippers loss and damage claims. Some country elevators have been greatly handicapped when claims amounting to several thousand dollars have accumulated without their being able to force the claim agent to honor any of their claims.

Only recently the M. K. & T. Railroad Co., undertook to deny agency in Texas because it was in the hands of the government, in a claim filed by a member of the Texas Grain Dealers Assn. He immediately brought suit, attached the railroad station for the purpose of securing service and now the haughtily claim agent of the Katy is paying his claims promptly and with satisfaction.

One of the latest excuses of the claim agent for turning down claims is that the claims have not been presented on the proper forms. Now the Regional Director of the Railroads at Chicago says it does not matter in what form a shipper presents his claim if he authenticates it beyond reasonable doubt then the court will demand its recognition.

Last month the Supreme Court of Illinois in rendering a decision against the Grand Trunk Western R. R. stated explicitly "It does not require document in a particular form" so the latest quibbling point of the claim agent is not likely to prove tenable in any Supreme Court.

True some trial court judges may uphold the contentions of the claim agent, but not for long; their excuse is so groundless, it can not be made a good defense for refusing to pay a just claim.

Any shippers having trouble in collecting their claims owing to the color, size or shape of the paper or the arrangement of the facts, will confer a great favor on the trade by advising us of full particulars.

The railroads succeeded in having the time for filing claims limited to 120 days when the uniform bill of lading was drafted but even that excuse for refusing payment has not been upheld by the courts.

Shippers should not be discouraged by the petty contentions of the claim agents but persist in demanding what is fairly due them and bringing suit in cases where payment is refused.

What of the Future?

Peace negotiations now in progress will, in all probability, bring the Great War to an end. The war itself has had a most far reaching effect on business in general, and on the grain business in particular. Food control measures which were undertaken soon after this country became a belligerent, and which have assumed added importance with each passing day, have practically stopped trading in grains as it was known before the war. Never in the history of the world has any event or succession of events affected so thoroly and so seriously any trade or business as have the combined events of war and regulation affected the grain business during the past year.

The past is gone, and the present is moving so swiftly that it brings the future to us almost before we are aware. Already men are beginning to talk and think of the things that will be found to lie just beyond our vision in the shadows of tomorrow. What will the future hold for the grain trade? Will it return to pre-war methods of handling its affairs, or will it still be shackled and rendered more or less impotent and ineffective by modified regulatory measures? No man may say just what we will find when we pass over the threshold of a new day; but, nevertheless, it may be said quite positively that the greater number of the things that we will find in the future will exist as the direct results of our actions in the present. And therein lies a great truth for the grain trade as it faces the readjustments that are expected to be brought about in the next few months.

The thoughts that grain dealers think, the things they do, the plans they make and the machinery which they set in motion now will determine largely whether the problems that can be seen as part of tomorrow will be settled in a satisfactory manner, or whether the trade will be left the unwilling plaything of circumstances and of self-seeking individuals who are ignorant of the true principles

that underlie and control the business of handling and fabricating grains.

Quite naturally, the first thing a grain dealer thinks of in connection with the approaching end of the war is the Food Control Act and its relation to his business. It should be remembered that an agreement upon an armistice and the consequent ceasing of hostilities is not a final termination of the existing state of war between the United States and Germany. And the termination of the effectiveness of the provisions of the Food Control Act is made coincident with the termination of the state of war. The President is directed by the Act to ascertain and to proclaim the fact and date of the termination of the state of war.

And now, between the present day and the time when the operation of the Food Control Act shall have been definitely suspended, is the time when the grain trade should be constantly active in formulating plans for the return to a condition of removed regulations, and for combating any and all efforts to foist upon the trade in more or less permanent form of bolshevistic ideas which the trade knows to be unworkable, but which, by their very speciousness have great attraction for those who do not understand the true economic principles involved in the handling of grain.

It has been a glorious opportunity vouchsafed to the present generation to have assisted the oppressed peoples of the world to a point where they can sense the true meaning of democracy and liberty. An even more glorious opportunity lies just ahead of us in the days of reconstruction. Let us accept the responsibility thus placed upon us, conscious in the merit of our cause, and for the grain trade, let us resolve that nothing that we can do today to prepare us for our work in the future shall be left undone. And, above all things, let us not drift casually, blindly and apathetically into the future which we believe to be so near at hand. Let us watch and work!

The Fair Buying Margin on Wheat.

The manager of the eleventh zone who insisted that Illinois grain dealers and millers refund so much of their profit to the farmers from whom they purchased wheat that nothing will be left for the dealers for their time and trouble will surely force many wheat buyers to exercise extreme caution before attempting to buy any more wheat.

Illinois dealers seem to have determined upon a course next season that may help. They will sell only through their own agents and pay for wheat only after they receive pay so as to reduce the cost for interest and commissions. Eight cents is not sufficient gross profit to enable country elevator operators to realize much from handling \$2.20 wheat and no doubt many of them will find that their "bins are full" when the wheat arrives unless the arbitrary profit shaving

ruling of the vice president of the food administration at St. Louis is withdrawn.

The Illinois wheat buyers have surely been treated most unfairly and they seem to be fully justified in demanding a wider margin on wheat before buying any more of it.

Inasmuch as the food control law will probably be abrogated by the President's Declaration of Peace shortly there is some probability that the grain trade will soon be relieved from the endless string of laws and regulations under which it has been trying to operate for the past year.

Bleached Oats Not Suitable for Seed.

The Department of Agriculture has issued a bulletin warning against the use of bleached oats for seed, and the specialists of the department are credited with saying that bleaching oats with sulphur greatly reduces the germinating power of the grain. This must not be accepted as final because men long in the bleaching business have found bleached oats will germinate. It has not been many years since a number of experiments were conducted by Indiana grain specialists for treating seed oats infected with smut with sulphur fumes and it was said to be an excellent remedy for checking the spread of smut spores.

It is not claimed that any seedsman or any grain dealer has ever been guilty of recommending bleached oats for seed, so there would seem to be no occasion for the hysteria against bleached oats. While the germinating power of oats might frequently be reduced through the heat from live steam, still it is extremely doubtful if any damage would be done to germinating quality of the seed if bleached through the water and sulphur process.

Seedsman are not convinced that sulphured oats will not germinate, but they are averse to taking any chances so they will not sell unbleached oats for seed, and they experience no difficulty whatever in obtaining a bountiful supply of good quality. Everyone in the grain and seed trade knows that water stained, discolored, damaged oats can be greatly improved by passing through a purifier, and knowingly pay a premium for such oats.

The viability of oats is often reduced from various causes other than bleaching, and the sooner growers are educated to this fact and induced to test all their seed the sooner will their average yield be increased. The oats grower of the large surplus districts buys his seed from neighbors. In fact he would experience great difficulty in obtaining bleached oats, but the small farmer in the consuming sections of the country can obtain bleached oats at almost any seed store. However, the campaign for better seed oats does not justify an attack on clipping, cleaning, bleaching, drying or blowing. They all make for better feed oats.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Who Makes Overhead Dumps?

Grain Dealers Journal: We would like to know what firms are manufacturing and selling overhead wagon dumps. We only know of one firm and that is the Phillip Smith Mfg Co. We would like to know if there is any other Manufacturers. Yours truly, Rothschild Grain Co., Walnut, Ia.

Ans.: Other manufacturers from whom overhead wagon dumps may be obtained include: Barnard & Leas Mfg. Co., Moline, Ill.; H. W. Caldwell & Son Co., Chicago; J. B. Ehrsam & Sons Mfg. Co., Enterprise, Kan.; Weller Mfg. Co., Chicago; and The Union Iron Works, Decatur, Ill.

Interest on Capital Not Expense on Loans Is Expense.

Grain Dealers Journal: The Food Administration says:

"In figuring the net profits, interest on capital cannot be considered as an item of expense, but interest actually paid on loans is recognized as a legitimate expense item."

In other words, if a dealer is using \$25,000 of his own money to run his business, he will be \$1,500 a year better off if he will put his money out at 6 per cent interest and borrow \$25,000 at 6% to do his business. The interest he would receive would equal the interest he would pay and he, as a borrower, would get the \$1,500 deduction, as an expense item.

This too, is good for the scoop-shoveler with nothing invested in elevators.—Auditor.

Warehouseman's Right to Mix?

Grain Dealers Journal: A farmer left sacked beans with a warehouseman, and the latter found it convenient to place the beans in a bin with other beans of the same grade.

Later the farmer demanded the return of the beans and insisted upon receiving the identical beans he had delivered. Can the warehouseman be compelled to answer in damages for mixing the beans, or can he tender the mixed beans in full satisfaction?—Wisconsin.

Ans.: Unless otherwise provided by special contract both parties are governed by the usual course of dealing or the custom of the trade, and this commonly is that the warehouseman mixes grain of like grade.

Originally the depositor could demand the return of his identical grain, but this has been modified by the development of business. Chief Justice Bean of the Oregon Supreme Court has said that "When from the general course of business the party receiving the grain has a right to use it in his business and as a part of his consumable stock he is not obliged to return the identical grain, nor grain of similar grade and quality from the common mass, but may discharge his obligation to the storer by paying the market price when demanded, there is a sale. When there is an agreement that the identical grain or grain of similar kind and quality from the common mass shall be returned, there is a bailment, and the warehouseman is simply a custodian."

This point has been covered in *Union Elevator & Warehouse Co. v. Farmers Warehouse Co.* Supreme Court of Wash-

ington. 125 Pac. 960. *O'Keefe Co. v. 1st. kow.* Supreme Court of North Dakota. 104 N. W. 515. *Nelson v. Brown-Doty Co.* 53 Iowa. 555. *Young v. Miles.* 25 Wisconsin. 643.

When Are Turn-Over Profit Regulations Effective.

Grain Dealers Journal: I note the new profit and storage regulations published in the *Journal* Oct. 25, page 650, and I feel sure that other readers than myself would appreciate it very much if the date could be ascertained on which the Food Administration will begin limiting the profits of grain dealers to 3% and 2% on coarse grains handled.

Does it begin Oct. 1, 1918, or Jan. 1, 1919? This point has not been made clear. It is only fair that dealers should know this, in advance, especially when made to apply to corn and oats on which there is no guaranteed price.—M. G.

Ans.: The official publication, *Special License Regulations No. III*, nowhere discloses this important date. Evidently it was an oversight due to the fact that the Washington administration has been too busy dictating terms of surrender to bother with the details of the grain dealer's profit.

Mr. Howard Jackson, Chicago zone agent and vice-pres. of the Grain Corporation, states now that on wheat the regulation is effective July 1, 1918; and on coarse grains it is effective on the handling of the new crop.

Does Buyer Make Claim Against Carrier?

Grain Dealers Journal: A shipper at a country station consigned a car of grain to a commission merchant at a terminal market for sale on the market. The commission man sold it to a distributor at a price per bushel f. o. b. shipping point and the buyer billed it to Baltimore.

While in transit to Baltimore, the car is so damaged, the grain is transferred to another car and it finally arrives in a leaking condition. The certificate of car condition shows the car to be leaking, indicating the location of the leaks. The shortage is about 100 bus. The distributor settles with the commission man for the actual out-turn weights and the commission man settles with the country shipper on the same basis.

While there is a clear liability on the part of the carrier the question is who should file claim. The distributor made the carrier from the terminal market to Baltimore his agent, and did he not thereby and by reason of the fact that the price was on an f. o. b. basis assume the hazard of the transportation and become obligated to account to the shipper for the amount of grain he put into the car?

While the seller was bound to take destination weights, he was not responsible for the acts of the buyer's agent in transporting the grain to the points where the weights were to be ascertained.—J. H. King.

Ans.: If the seller is bound to take destination weights the grain is his until arrival at destination, and the burden of loss falls upon him. It is assumed that the contract expressly provided destination weights, in which case the price f. o. b. shipping point was merely for the purpose of pricing. The seller is the proper party to file claim.

The Court of Civil Appeals of Texas, in *H. & T. C. Ry. Co. v. Robinson & Martin*, 131 S. W. 444, held, "When the risk of transportation of goods is upon the consignor, he will be considered the owner for the purpose of suing the carrier for loss or injury."

The Kansas City Court of Appeals, in *J. A. Lamy Mfg. Co. v. Mo. Pac. Ry. Co.*, 182 S. W. 131, held, "A suit on a transportation contract is properly brought in the name of the consignor, whether he is the owner or not."

The difficulty with shipper's contention is that if buyer assumed the shortage he would be settling on shipper's weights when the contract expressly provided destination weights.

The fact that the buyer specified the routing from the intermediate terminal does not impose on the seller any additional burden, as the same loss may have occurred if the seller had done the routing. The choice of route was not the proximate cause of the loss.

Want Record Forms.

Grain Dealers Journal: We desire to obtain and install a consolidated and condensed form for keeping record of all transactions in grain and feed, so when we make a report to the Food Administration we will be able to give the information without going over our sales tickets, day books, etc. We thought that some enterprising man, who had a little more sense about this than we have, had probably gotten up some form that would cover the whole thing, and if he is a nice, kind hearted man like some of them are, he might be willing to give the benefit of his research to the trade at large.—L. & L.

Ans.: The problem of devising a book-keeping system, comprised of a record form that will make it possible to make reports to the Food Administration and other government agencies without requiring any work other than to copy figures from the form onto the reports is very, very difficult of solution. In the first place, it is practically impossible to forecast just what one will be asked to report on or just what facts the reports will be asked to show, and this fact may have the effect of rendering a perfectly good system, designed for showing certain facts, wholly worthless when an entirely new angle is touched upon in the questions on some subsequent report.

Apparently there is not in existence any single concise record form that will prove highly efficient in this regard. The nearest approach to it would be a system of book-keeping comprising the following features: books or forms for the original entry of items, giving in the fullest detail all information regarding each transaction; a multiple column combination cash-journal, into which is transferred both quantities and amounts by individual items or by daily totals; and a comprehensive general ledger, fully subdivided into accounts to show in consolidated form all facts regarding the business.

Make Claim on Invoice Value.

Grain Dealers Journal: "Some time ago the railroads bunched a lot of corn on us here, we sold one car of this corn to another miller here at the market on day of sale which was higher than our invoice for the corn. When the car was placed a leak was discovered which showed a considerable loss from the amount of corn loaded in the car, we filed claim supported by the weight certificate from loading station also certificate from mill that unloaded the car. The claim department returned the claim this morning, advising us that as the leak developed before the corn reached here we would have to reduce our claim to what the corn actually cost us and not the price we received from the mill here for the corn left in the car. Have the railroads any precedent for a ruling of this kind?—Eastern.

Ans.: By reference to the B/L under which the shipment moved it will be observed in the fine print conditions on the back that Sec. 3, paragraph 2, provides, "The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property at the place and time of shipment under this bill of lading, including the freight charges, if paid."

The common law provides that the value for settlement of claims is based on the value at destination, and the Chicago Board of Trade has prosecuted a complaint before the Interstate Commerce Commission to have this unreasonable clause set aside.

but the Commission ruled against the Board, as reported in 21 I. C. C. 8.

In numerous decisions the courts have sustained the validity of this clause when inserted in the B/L. It is solely a measure of value and does not limit the damages recoverable by the shipper, when he has other grounds than loss on which to increase his claim, as for instance, conversion.

Recovery of Loss Due to Price Fixing?

Grain Dealers Journal: Will the Journal please give me information regarding the recovery of loss in wheat during August and September of 1917, which was due to the Government price fixing?

Many small companies lost from \$5,000 to \$18,000 in a few days due to this price fixing, and in many cases the loss was greater than the entire capital which is very serious for many of them.

The mills were permitted to get a long margin after the price fixing and not only made up the loss but made a good profit, while the elevators were generally full due to car shortage and not being able to ship wheat as fast as received.—V. H. Hamilton, Pres. Federated Co-op. Ass'n of Colorado, Longmont, Colo.

Ans.: The United States Government is not liable for the acts of its agents when they exceed their authority. The Food Control Act did not authorize fixing of the price downward, but only a guaranty; and by virtue of a voluntary agreement with the millers the Food Administration Grain Corporation was able to combine the buying power and control the market.

There is no precedent for a suit against the Grain Corporation for damages growing out of its dictation of the price millers would pay.

Charged \$130 Demurrage Because Nonarrival of Permit.

Grain Dealers Journal: Toward the last of September we filed application for a permit for shipment of one car oats to Omaha with the local railroad agent, after ordering a car for that point to fill a sale which would expire Oct. 5. The car was placed for us Oct. 2 and immediately loaded and billed out for that point, the agent requesting that the lading be not forwarded until the permit arrived.

After waiting some two weeks longer we wired the Control Board about it who wired back no application had ever been received by it and asking to make a new application. This was done at once, and permit was immediately sent us. About Oct. 10 the agent secured possession of the lading in the writer's absence and without my knowledge. On the 14th he was requested to return it, but before surrendering it erased his signature in the presence of a third party.

When the permit finally arrived he refused to use the old billing and in order to move the car we were compelled to accept new billing and he advanced the demurrage charges of something over \$130. These were paid on protest. At the time this was loaded no order was received by either party not to load pending the issuance of a permit. Is not the railroad or the government liable for the non-transmission of the original application, also for the mutilation of the original B/L.—Colton Grain Co., Colton, S. D.

Ans.: After the car had been loaded and billed out it was in the custody of the railroad company and no demurrage is chargeable against the shipper. The agent did wrong to steal the document and erase his signature.

If the agent insisted on the later billing he could not charge demurrage for time that elapsed between loading and final billing. Demurrage is chargeable only against the party who prevents movement.

Claim should be made for the demurrage paid, with interest, and it will no doubt be paid promptly.

Buying in Default?

Grain Dealers Journal: On purchases of grain in which there are defaults at what point shall the grain be bought in? For example, should grain be bought in, in the open markets, on which there are defaults, when it is bought F. O. B. country points, country weights and grades, or should the purchaser be compelled under both arbitration and the common law governing such transactions, to buy this in at the points of shipment, or can they buy in, in some market, deducting therefrom the freight?—S. M. Bird, St. Joseph, Mo.

Ans.: The buyer has a right to buy in, in such manner as to protect himself, and has a wide latitude, subject only to the terms of the contract and the duty to minimize the loss as much as possible. As there is no open market at the point of shipment in the country the buyer can not be required to buy in at point of shipment. A seller who has defaulted is not in position to dictate to the buyer.

Returning Excess Profit to Growers?

Grain Dealers Journal: We would like to have some advice as to what course to pursue in regard to returning what the food administration considers excess profits on wheat.

We want to do the square thing, but do not want to be the only ones to return this money. If we comply with this order our wheat transactions may show a slight loss.—Paul Jordan & Co.

Ans.: Give the food administrator the fullest information in detail of your costs of handling and ask him if he still requires you to return this money.

In this connection bear in mind that Hoover in an official document said "Country buyers are entitled to receive fair compensation for their services in handling and marketing wheat, and these charges or margins vary in different sections of the country according to local conditions." From this it appears the shipper has Hoover's authority for taking a nine-cent margin when his local expenses warrant it.

If the question would get into court no margin would be found reasonable that required anyone to do business at a loss.

Is Standard Form of Claim Required?

Grain Dealers Journal: I filed a claim with the C. & N-W. R. R. Co., using a form of which I have a stock on hand and which embodies all of the data asked by the claim agents; but am surprised to be advised that they now require claims to be filed on the standard form approved by the Interstate Commerce Commission.

I would like to know whether the railroads can compel us to use a prescribed form.—J. J. Mullaney, Sioux City, Ia.

Ans.: The Chicago & Northwestern claim department bases its authority for this request on general order No. 41, governing interroad freight claims, and published in the Grain Dealers Journal Sept. 25, page 521.

The regional director at Chicago, however, advises that the C. & N-W. has misinterpreted the order, which applies only to interroad claims, and as a shipper has no means of knowing that a claim is an interroad claim, it does not apply to claims as filed by shippers. If the railroads furnish the blank forms there might be some obligation to use them; but they will not.

Elsewhere in this number of the Journal is a decision of the Supreme Court of Illinois involving a car of beans, where the court incidentally states that no special form is required for the filing of claims.

AROOSTOOK County, Maine, famous as a potato growing region, this year produced 300,000 bus. of wheat. The county will import no flour this year while in former years 100 carloads of flour have been brought in. This is the first wheat grown in Maine in any quantity since early days.—S.

Prominent Canadian Grain Dealer Dead.

One of Canada's most prominent grain men has passed on. Senator Henry W. Richardson of Kingston, Ont., pres. of James Richardson & Sons, Limited, with elevators at Port Arthur and Kingston and branch offices in the principal cities of Canada.

Senator Richardson, whose death occurred Oct. 27, was born in Kingston 63 years ago, and has lived there ever since. He was educated at the Collegiate Institute and by private instructors. Entering his father's grain business he gradually advanced until he became head of the firm of James Richardson & Sons, Ltd. He was connected with various other enterprises, being pres. of the Kingston Street Railway, director of the Dominion Canners, Ltd., director of the Midland Steamship Co., Ltd., interested in coal mining and a former director of the Canadian Northern Railway.

He had always taken a deep interest in public affairs. He served as alderman of the city of Kingston, as a member of the Board of Education for 4 years, and in 1911 was Liquor License Commissioner for Kingston. He was quite prominent in the Kingston Conservative Ass'n which organization he served as pres. Two years ago he was appointed to the Canadian Senate and since then made several important speeches on transportation questions on which he was well versed.

The deceased, whose portrait is reproduced herewith, was quite an enthusiastic fisherman and hunter and had been duck hunting only the afternoon before his death. He was also a noted yachtsman, being an ex-commandore of the Kingston Yacht Club.



Henry W. Richardson, Kingston, Ont., Deceased.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Favors the Hundred-Weight Unit.

Grain Dealers Journal: We are convinced that country grain buyers would affect a great economy in their business if they would buy all grain by the cwt. They pay freight by the cwt. We think this to be a favorable time to discuss the advantages of the cwt. Buying by the bushel of many various weights is confusing and confounding. We would like to have the opinions of other dealers on this subject.—R. E. Jones, Wabasha, Minn.

Underestimated Cost of Handling Grain.

Grain Dealers Journal: The dealers here have finished paying out the wheat refund and hope to find out where they are going to get value received on their work and expense for handling the wheat crop of last year. On page 642 of your issue of Oct. 25, I find that you have an article on the expense of handling wheat.

I have gone over the figures and find that the County Food Administrator at Lincoln has underestimated the expense of handling. I find that the loss in elevators and cars will exceed 5c per bu. where you have it at only 2½c per bu. So you see that a price set at about \$2.34 would not be any too much for the grain dealer to have.—E. C. H.

Arbitrary Fixing of Wheat Margin.

Grain Dealers Journal: With regard to the wheat buying schedule of the St. Louis office of the Food Administration, as given on page 641 of the Journal Oct. 25 I will say this wheat proposition has been handled by the Food Administration in a very arbitrary manner.

The thresherman is paid 6 and 7 cents for threshing and the commission merchant under the full protection of the administration gets one per cent or 2¼ cents per bushel without any risk of fire, shrinkage or loss in weight or in grading or by heating, nor does he put up any money.

On wheat that I have loaded direct from wagons straight into cars I got returns of \$2.12, \$2.13 and \$2.14 net to me on No. 1 wheat selling at \$2.26 Chicago. My wheat nearly all graded No. 1, but most had two cleanings. Following the order of the Food Administration to deduct freight and 8 cents my price to the farmer should be \$2.12, which is what I received net, and which would leave me less than nothing for profit. My elevators were closed many hours at different times but running expenses went on. We have nothing to pay the costs of operation, help, insurance, interest on investment and wear and tear.

It has all along been understood by the Congressmen who enacted the law and by the trade generally that the purpose of the Food Control Act was to guarantee the farmer \$2 per bushel, and the farmer who receives \$2 or more has no legitimate reason for complaint. When

the freight rates were raised and the terminal price was marked up to \$2.26 I personally took the matter up with my zone agent who informed me that if I paid the farmer \$2.05 it would be eminently fair. I paid \$2.07 to all who had equal quality. Under the new instructions I am required to pay \$2.12, when the Food Administration agent had previously informed me \$2.05 was fair. I fail to see justice, consistency or common honesty in such a retroactive ruling.—C. B. R.

Commission Merchant's Interest in Buying Margin.

Grain Dealers Journal: The commission merchants in the terminal markets should co-operate with the country shippers in securing for the latter a modification of the ruling by the St. Louis zone agent requiring shippers to handle wheat at a loss.

Unless a change is effected the shippers will be forced in self defense to eliminate the 2¼ cents paid in commissions for selling wheat, by hiring a man to stay at the terminal market and tender our Bs/L to the Grain Corporation and to send us the checks when returns are made.

Then we will pay the farmers after we get the full returns and our money, thus saving the interest charges, letting the farmer wait two to three weeks for his money.—Illinois Dealer.

Profits Are Being Lowered.

Grain Dealers Journal: Since I sent you the statement of the cost of handling grain thru the elevator here the market price to farmers has been raised 1c, the change having been in effect a month or more. This leaves the grain elevator business on the same footing with the Orphan's Home or the Home for the Aged; in other words, a charitable institution with no money in it.

Where will the grain trade "get off at" if the war lasts another year or two? Nothing but bankruptcy.

We have a splendid crop of wheat this year, and with the federal grades loosened up somewhat from last year buying is very much easier; but there is no money in it. Cars are very hard to get.

I have had to stop farmers hauling grain on account of having the elevator full. This means that the interest and insurance charges are going to climb up at a great rate, taking another crack at us. War is hell—and so is the grain business.—W. A. Clark, Barber Mont.

Editor's Note: The statement of handling costs referred to by Mr. Clark was published on pages 474 and 475 of the Journal for Sept. 25, 1918.

Auto Truck Dumps.

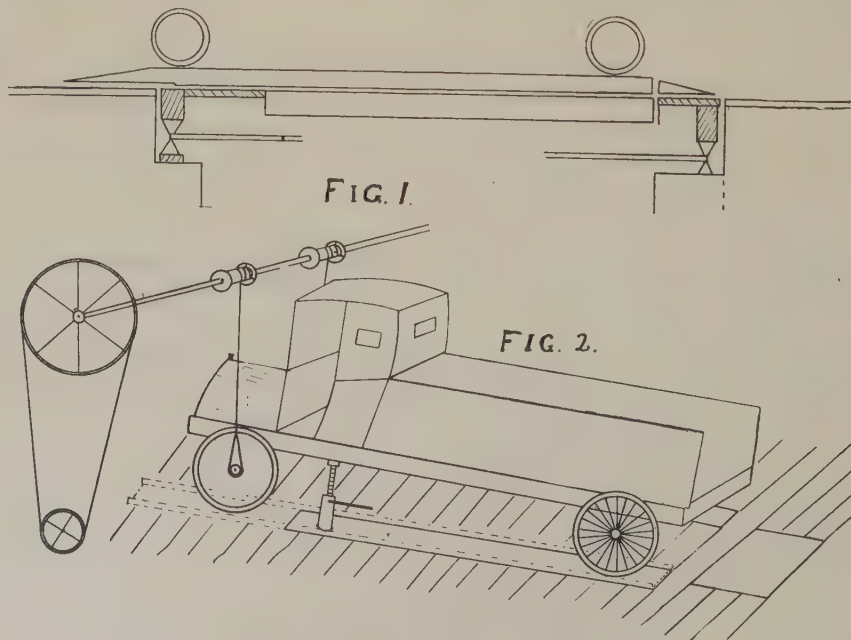
Grain Dealers Journal: Since auto trucks vary in length much the same as wagons, a standard length of dump log can not be determined exactly, and in many elevators it will be found that the dump logs which were installed for wagons are not long enough for all of the auto trucks that will be used in hauling grain.

Where dump scales are used it will be necessary, also, to devise some method for weighing the auto truck, as its greater length will make it impossible to get all four wheels on the dump logs at one time; and of course the scale itself must be permitted to work freely. For the purpose of lengthening the dump logs in a dump scale, the skids shown in Figure 1 are suggested. The skids should be made of 2x4's placed on edge and bolted together. The skids can be laid aside while wagons are being weighed after the scale has been balanced.

In Figure 2 there are shown three methods of handling long auto trucks on the ordinary dump logs. One of these methods consists of the placing of steel channels on the upper face of the logs, thus increasing the length of the logs. Steel channels placed in this manner are indicated by the dotted lines in the drawing. However, the steel channels might interfere with the horses when wagons are drawn onto the dump.

Still another method is the use of the overhead hoist shown in the drawing. This may be operated by power derived from any convenient source, and it will serve to lift the trucks satisfactorily.

A third method is shown in the drawing by means of the jack screw which appears near the forward end of the dump log and under the truck frame.



Dumping Grain from Auto Trucks.

When jacks are thus placed under each side of the truck and run up snugly against the frame the tripping of the dump will cause the jacks to act as a pivot, and if the load behind the pivotal point is heavy enough the rear end of the truck will go down, while the front end will rise and the front wheels will be in the air. Instead of the jacks it probably would be found satisfactory to use blocks to erect supports between the forward end of the dump logs and the truck frame.

In most elevators it will be found that, instead of taking out old dumps, some scheme like one of those mentioned will solve the problem for the few trucks that will come to the elevator.—W. D. Browning, Memphis, Tenn.

Country Dealers Holding the Sack.

Grain Dealers Journal: On account of the government method of fixing one price thruout the year for wheat and flour, farmers everywhere have rushed their wheat to elevators, which has resulted in congestions at all terminals and caused embargoes to be placed on shipments. Facilities of the Grain Corporation are inadequate to carry out their agreement to take all wheat offered and this leaves operators of country elevators "holding the sack" as it were. We have to pay the farmer the cash for his wheat and wait the pleasure of the government to purchase it. They tell us to finance thru the Federal Reserve Bank. The average country member bank with \$25,000 capital are limited to \$2,500. With \$50,000 worth of wheat in elevators some country operators would like the Grain Corporation to reconcile these conditions.—W. T. Giese, mgr. grain dep't, Stanley Searce, Ronan, Mont.

Fighting Unfair Railroad Leases.

Grain Dealers Journal: In order that the matter referred to in my recent letter, published on pages 642 and 643 of the Journal for Oct. 25, may be better understood by those in the trade who may be interested, I will state something of the early history of the case involved.

About 4:30 p. m. on Sept. 21, 1914, a spark from a passing C. M. & St. P. R. R. engine was blown on to the roof of the power house of my elevator and elevator, office, power house and warehouse were burnt to the ground. No one saw the fire start but a train passed my elevator a few minutes before the fire was first seen and as the wind was in the right direction a spark was doubtless blown on to the roof of the power house. The fire was soon discovered but could not be put out and it was with difficulty that other nearby elevators were not destroyed and if they had been most of the town would have gone up in smoke. The elevator was not being used at the time and had not been for 2 years or more, but the warehouse was being used to store machinery (wagons and plows) and also egg cases belonging to other parties. Telephone poles belonging to our local telephone company were on an adjoining lot and were more or less damaged.

All this property, of which I do not know the value, was destroyed at this time from this fire which started in my elevator. This property belonged to three different parties, two of whom filed claims for loss and I understand received \$800 in settlement of claims. The third party filed a claim after the other parties had settled with the Railroad company. None of these claims were ever taken into court. The railroad company paid them of their own free will and never asked me to set-

tle them, which I think I could have done cheaper than they did.

The insurance companies began action in my name to collect damages from the railroad company because they set the fire. At this trial the railroad company denied having set the fire and tried to prove they did not set it. They said the spark arresters in the front part of the engine were in good condition and produced witnesses to prove this, these being round-house men and engine inspectors. These arresters are not the screen that goes over the top of the smoke stack.

The question as to paragraphs 6 and 8 in C. M. & St. P. ground lease contracts were brought before the court and the Judge ruled that they should be sustained and took the case from the jury. We lost and the case was dropped, so far as we were concerned, except that we gave notice of appeal to the supreme court, but for various reasons the case was never presented to the court.

Now about 4 years after the fire the railroad company served a summons on me to show cause why I should not pay the \$865 for what they say they paid for claims on account of this fire, with interest on the same from Oct. 21, 1914. They base their claim on paragraphs 6 and 8 of their land lease. The railroad company in its complaint now admits that they set this fire, which before they denied. We answered their summon and refused to pay their claims. It is now up to them as to what they will do.

It is not necessary to give our grounds of defense only to say that we are using this same contract as part of our defense, where it says if building is vacant without written consent of the railroad company the contract is void, and the railroad agent here knew the building had not been used except as stated in first part of this letter, but the rent had always been paid when due.

I will fight this case in the circuit court but if I lose the parties who have buildings on the right of way of any railroad in the state should carry the case through the Supreme Court. At present I do not hold a railroad ground lease and I do not expect to again so they are really more interested in getting a final decision than I am. As the result of a lessee in Illinois refusing to pay claims the same as in my case the railroad company took away his spur track and has carried the spur track question to the Supreme Court of the United States where it is now and the grain buyer has no trackage but must load his grain with wagons.

This is just to show you how the grain dealer is at the mercy of the railroads and how they will go to any end to gain their point.

If lessees of railroad grounds who are the most interested parties in this question are willing to go in and stand the expense which will be about \$500 we will take it to the Supreme Court in case we lose in the circuit court, otherwise we will drop it.

Those who are willing to help should let me hear from them at an early date, as we must know by Dec. 1 what we are going to do.—C. J. Dickson, Scotland, S. D.

A DECREASE of 900,000 acres in the area in wheat in Argentine for the coming crop is shown by the first official estimate, published recently. The acreage this year is 17,000,000 acres. Oats acreage is 3,000,000 acres, a decrease of 220,000 acres compared with last year. Flaxseed shows an increase of 185,000 acres, there being 3,400,000 acres in that grain.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

R. I. 33235 passed thru Rapatee, Ill., Nov. 9, eastbound, leaking yellow corn over grain door.—G. P. Dikeman.

Rock Island 51910 was leaking barley at side door at Norman, Neb. Nov. 4. Repaired it and stopped the leak while local train was working.—G. B. Granger, agt. Hynes Elvtr. Co.

N. Y. C. & St. L. 9215 was set out at Lindenwood, Ill. morning of Nov. 2 leaking oats badly at side of car.—Holcomb-Dutton Lbr. Co., Geo. R. Read.

N. Y. C. 252614 passed thru Yuton, Ill. Nov. 2 leaking oats at side and end of car. Train stopped for coal and conductor and I renewed sheathing at side and end.—Jos. V. Foster, mgr. Yuton Grain Co., R. F. D. No. 7, Bloomington, Ill.

N. O. M. & C. 1737 passed thru Oxford, Ind. afternoon of Oct. 31, eastbound in train No. 64, leaking corn badly at side door post.—Oxford Grain Co.

B. & L. E. 80622 was leaking marquis wheat badly at door post at Enid, Mont. Oct. 28. Was shipped by Farmers Elvtr. Co., of Richey, Mont. Train crew repaired it, but do not know how long it would leak.—C. A. Barnett, agt. International Elvtr. Co.

..... 17366 was leaking wheat freely when set out at Grand Junction, Ia., Oct. 25.—D. Milligan Co., Jefferson, Ia.

..... 141264 was leaking wheat freely when set out at Grand Junction, Ia., Oct. 25.—D. Milligan Co., Jefferson, Ia.

N. W. 61833 was seen recently by O. C. Sanders as it passed thru Hale Center, Tex., leaking threshed maize badly at end of car. Train men said they believed they picked the car up at Plainview.

N. Y. N. H. & H. 80870 passed thru Oklahoma City, Okla., Oct. 10, on Rock Island Lines, leaking badly at side of car. Was some distance from car but believe grain to have been wheat.—Dustin Grain Co., Inc., C. A. Polson.

North Dakota Monopoly Suit.

Attorney General William Langer of North Dakota filed suit Oct. 19 against the Great Western Grain Co., Powers Grain Co., Occident Elevator Co. and the Monarch Elevator Co., all having headquarters at Minneapolis, Minn., and operating lines of elevators in North Dakota, alleging that an illegal combination exists by reason of the issuance of a daily price card by the Grain Bulletin, and asking an order of court restraining the conducting of the alleged pool.

It is said this suit was started to make a showing to satisfy farmers who had complained of the margin between local and terminal prices.

It is thought that nothing will come of this suit, as it is well known Mr. Durant's bulletin is simply for the information of those who receive it as a guide in buying to which they are under no obligation to adhere. It is used as a guide by operators of farmers co-operative elevator companies who wish to come out without a loss at the end of the grain handling season. Bringing this suit just before the fall election looks suspicious to say the least.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Winnipeg, Man., Nov. 4.—Estimated production of grain crops in Canada, as announced by the Dominion Bureau of Statistics is as follows: wheat 210,315,600 bus.; oats, 456,733,900 bus.; barley, 83,262,500 bus.; rye, 10,375,500 bus.; buckwheat, 11,469,600 bus.; mixed grain, 32,303,000 bus.; and corn for husking, 6,915,600 bus.—B.

Ottawa, Ont., Sept. 18.—The preliminary estimate of yield per acre of cereal crops in Canada for 1918, as shown by the September report of the Dominion Bureau of Statistics, is 16.5 bus. per acre for fall wheat; 12.5 for spring wheat; 12.5 for all wheat; 33 for oats; 25.5 for barley; and 16.25 for rye, compared with fall wheat, 21.5 bus.; spring wheat, 15.5 bus.; all wheat, 15.75 bus.; oats, 30.25 bus.; barley, 23 bus.; and rye, 18.25 bus. in 1917.

COLORADO.

Kansas City, Mo., Oct. 24.—We have received a letter from our Mr. Martin Hicks, dated Akron, Colo., the 22nd, in which he says there is more wheat being put in in Colorado this season than ever in any previous year, and that it looks extra good, strong and vigorous, with the soil in fine condition.—W. S. Nicholson Grain Co., Robert Nicholson.

ILLINOIS.

Bloomington, Ill., Oct. 31.—Corn husking has begun. Labor is scarce. Yield above normal in this section.—Funk Bros. Seed Co., H. H. Miller.

La Rose, Ill., Nov. 5.—Corn husking is half done. The crop is of fine quality, with good yield. Two weeks more of good weather will put the bulk of the corn in the cribs.—Davis Bros. & Stevenson.

INDIANA.

Kentland, Ind., Nov. 7.—Corn crop is the best ever grown here as to quality, but the yield is only normal.—Kentland Grain Co.

IOWA.

Anita, Ia., Nov. 1.—Corn crop is about $\frac{1}{4}$ of normal. Oats and wheat good.—M. Milhollin, agt. Kunz Grain Co.

Anita, Ia., Nov. 6.—Practically no corn at all was grown in this vicinity this season.—Geo. A. Shike, mgr. Independent Farmers Co-operative Elvtr. Co.

Fremont, Ia., Nov. 6.—Corn crop disappointing. About $\frac{1}{2}$ less than estimated account hot winds. Wheat acreage large, and crop looking fine.—J. E. Kennel.

KANSAS.

Montezuma, Kan., Nov. 1.—A large acreage of wheat was sown this fall. We will have some corn and about a half crop each of kafir and milo.—M. J. Long.

Linn, Kan., Nov. 6.—Crops very light this season. Shipping in corn and barley for feed. Growing wheat looks fine, and is getting large because, on account of so much rain farmers cannot turn stock onto it to pasture it down.—Don R. Crum.

Grinnell, Kan., Nov. 7.—Conditions for a good crop are excellent. Have had three good rains this and last month. Farmers are getting out the usual acreage of wheat and some of it is up and looking good. The cane crop this year was good.—Borah & Beougher.

MICHIGAN.

Capac, Mich., Nov. 7.—The wheat crop was practically a failure in this vicinity, but we have quite a crop of barley and oats. Oats the finest ever grown here.—C. R. Taylor, agt. H. P. Stoughton.

MINNESOTA.

Lamberton, Minn., Nov. 4.—Recent heavy rains have delayed corn husking. Winter rye looks fine.—J. E. Duncan.

Guckeen, Minn., Oct. 25.—We have had one of the best crops of all grains we ever had.—T. F. Garry, agt. Independent Grain & Lbr. Co.

MISSOURI.

Platte City, Mo., Oct. 27.—Growing wheat is the finest ever at this time of year.—Northrup Mfg. Co.

Jefferson City, Mo., Nov. 10.—Corn production in the state was 145,440,000 bus., compared with 255,000,000 bus. last year, the acre yield being 20 bus., compared with 35 in 1917. There is a carry over of 17,640,000 bus. In drouth stricken districts the grain is chaffy and light; in other sections, notably in the southwest, heavy fall rains caused rotting and much corn is wormy. More corn matured than in 1917, but in the state as a whole the quality is lower than last year. Winter wheat weighs 59 lbs., being the same as last year. Probably never before in this state has the wheat crop been so uniform in weight and quality. Bushel weights of other grains are: spring wheat, 58 lbs.; oats, 31 lbs.; and barley, 48 lbs. Buckwheat yield was 11 bus. per acre, compared with 15 last year; the quality is 90 against 94 last year. General conditions are very favorable. Wheat in every section is the most promising ever seen. Preliminary estimate is for 3,775,000 acres, with seeding completed except in a few counties. Growth is splendid. Hessian fly in several counties in early sown crop.—Jewell Mayes, sec'y state board of agriculture.

MONTANA.

Ronan, Mont., Nov. 1.—The largest acreage of winter wheat on record has been put out in the lower Flathead Valley of Western Montana, it being estimated at 37,000 acres, compared with 25,000 last year. Weather conditions have been ideal the past month, and there has been sufficient precipitation to put the soil in excellent condition to germinate and start the plant.—W. T. Giese, mgr., grain dept. Stanley Seacoe.

NEBRASKA.

Tekamah, Neb., Nov. 7.—Fall wheat looks good.—Don J. Gammil, mgr. Farmers Grain & Live Stock Ass'n.

Dorchester, Neb., Oct. 28.—Recent heavy rains are very beneficial to the winter wheat crop, which is very fine.—H. L. Perry, agt. Central Granaries Co.

Ong., Neb., Nov. 6.—Wheat is all sown and looking fine. Had 3 inch rain, which put soil in fine condition to go into winter. Corn was a total failure.—W. A. Wildt, mgr. Farmers' Union Co-operative Ass'n.

Bladen, Neb., Nov. 6.—Oats and corn crops were almost a failure and we will have to ship in both grains. Winter wheat is looking fine, as we had a nice rain Oct. 25. Practically all of it was sown, and the rain will take it into the winter in good condition.—Chas. W. Wood, agt. C. B. Sel-domridge.

Kansas City, Mo., Oct. 26.—William Craig, of Blue Springs, Neb., writes under date of Oct. 24 that farmers report a marked improvement in the growth of wheat since the recent good rains, and that fields of late sowing that were spotted in sprouting are becoming green all over now.—W. S. Nicholson Grain Co., Robt. Nicholson.

Lincoln, Neb., Oct. 27.—Reports to the state entomologist's office are said to indicate that white grub worms have damaged the winter wheat crop to the extent, in some counties and particularly in Fillmore, Seward, York and Saunders Counties, of 25% to 30% of some fields. Cold weather will cause the grubs to strike deeper into the soil, thus putting an end to their work.

NORTH DAKOTA.

Kief, N. D., Nov. 3.—About 30% of the total crop acreage is sown to rye, and very little plowing has been done on account of

the dry weather.—W. A. Bokovoy, mgr. Bokovoy Grain Co.

Antler, N. D., Nov. 4.—Our crop this year is very light.—M. D. Dyar.

Harwood, N. D., Nov. 2.—The crop this year was the largest in years.—J. W. Cone, mgr. Harwood Grain Co.

Antler, N. D., Nov. 4.—Our crop this year was the largest in years.—J. W. Cone, mgr. Harwood Grain Co.

Blaisdell, N. D., Nov. 2.—On account of drouth crops are light and receipts have been cut in two.—H. Wagner, agt. Minot Flour Mill Co.

Hamberg, N. D., Nov. 1.—We had a bad hail storm this year, and will ship only about half our normal quantity of grain.—W. H. Bennett, Hamberg Grain Co.

Alfred, N. D., Oct. 31.—Wheat averaged about 5 bus. per acre; durum wheat, 7 bus.; barley, 8 bus.; rye, 8 bus.; oats, 8 bus.; and flax, 6 bus. Little fall plowing being done as it is too dry. Had a light rain about a week ago. Fall rye did not come up because it was too dry, and about $\frac{1}{3}$ of the land in this vicinity was seeded to rye.—Frank Boldt, mgr. Alfred Elvtr. Co.

OHIO.

Delphos, O., Nov. 7.—Everything looks fine. Never saw wheat look better at this time of the year, and the acreage is very large.—L. C. Allinger.

Columbus, O., Nov. 11.—Corn averaged 36 bus. for the state as a whole, compared with a 10-year average of 38.4 bus., and total production on the 3,832,000 acres was 137,952,000 bus. The quality of the crop is placed at 84% and is much better than that of last year, altho there is considerable soft corn in the state, due to the rather wide use of late maturing seed brought in from the outside to supply the shortage last spring.—N. E. Shaw, sec'y of agriculture.

OKLAHOMA.

Oklahoma City, Okla., Nov. 1.—Wheat sown this fall shows an increase of 17% over that of last year, the preliminary estimate of 1919 wheat acreage being 3,291,000 acres. Condition is 85%. General rains thruout the past month have been of great benefit to the wheat, and the acreage may be still further increased on this account.—Frank Gault, pres. state board of agriculture.

TEXAS.

Hedley, Tex., Nov. 3.—We have a normal crop of maize and kafir. Have recently had copious rains thruout Texas, and the largest acreage ever planted to wheat is being drilled. Much of it is up and is being pastured. This helps to relieve the feed situation.—Crews & Burke, W. J. Burke.

Crops in the West and Northwest.

A traveling representative for a Chicago grain commission firm who has recently completed a trip thru the western and northwestern part of the United States has given the following report of his observations:

In that portion of Utah north of Ogden, where most of the state's hard wheat is grown, the yield is quite satisfactory, and in this district and as far north into Idaho as a line drawn east and west of Blackfoot the wheat crop is satisfactory and $\frac{2}{3}$ of it has been marketed. The Twin Falls district is credited with a crop of 4,000,000 bus. A congested condition exists in this territory, but it does not appear to have occasioned any undue hardship or loss.

On the Yellowstone branch and tributary lines the wheat crop in the territory east and northeast of Idaho Falls is 25% marketed, and in many places the grain has been threshed on the ground in anticipation of unsatisfactory transportation conditions. This grain is beginning to spout and will occasion heavy loss.

The total wheat crop for this season in the districts mentioned will total about 11,000,000 bus. It is expected there will be a smaller acreage sown to wheat next season.

In Wyoming and Nebraska shipping conditions are also described as unsatisfactory, considerable grain being on the ground and spoiling. In one town it is reported

that 15 cars were kept for two days on a siding awaiting arrival of permits to load, and it is not known how much further delay was incurred. Convincing proof of governmental efficiency.

Final Corn Crop Estimate.

A final estimate of a corn crop of 2,651,000,000 bus. is given in the crop report issued Nov. 2 by P. S. Goodman, of Clement, Curtis & Co. The actual acreage harvested is placed at 101,379,000 acres. The quality of the corn is described as being of the highest, with one exception, the figure representing it being 89.3, compared with 75.2 for last year. Reducing the crop to quality, it is said to equal the feeding value of the crop of last season.

The percentage of last year's corn crop in the hands of producers is estimated at 4%, or 125,000,000 bus., with the heavy percentage being in the big corn states.

An increase of 16%, or 6,500,000 acres, is indicated in the acreage sown to winter wheat. Recent general rains have relieved the droughty districts, and the new plantings are reported to be in excellent condition at the present time.

Corn Yield and Wheat Seeding.

Chicago, Ill., Nov. 1.—The yield of corn is 24.6 bus. per acre, or one and one-half bushel more than was indicated on Oct. 1. The total crop is 2,813,000,000 bus., or 130,000,000 more than indicated a month ago. The quality of the crop varies greatly, light and shrunken in the West and Southwest, and exceptionally good in the northern and northwestern territory. Farm stocks of old corn carried over total 106,000,000 bus., against 34,000,000 last year, and is the largest carry-over since 1913. The acreage reported seeded to winter wheat shows an increase of 27.1% over the area harvested, making a total breadth of 46,090,000 acres, against 36,257,000 harvested this year and 42,170,000 seeded a year ago. Planting still continues in the Southwest in a small way, and there is much yet to be seeded on the Pacific Coast. Weather and soil conditions have been unusually favorable and the crop is making a strong, vigorous fall growth. — Snow-Bartlett Frazier Crop Report.

Government Crop Report.

Washington, D. C., Nov. 8.—The crop reporting board of the Bureau of Crop Estimates makes the following estimates on crop conditions for the United States:

Crops—	1918.		1917.		1918.		Yr. Av.
	Prelim.	Final.	Prelim.	Final.	Prelim.	Final.	
Corn	2,749,198	3,159,494	2,422,212	2,651,000	24.2	26.0	
Wheat	918,920	650,828	15.6	14.7	14.7	14.7	
Oats	1,535,297	1,587,286	34.5	31.2	31.2	31.2	
Barley	236,505	208,975	26.0	25.1	25.1	25.1	
Rye	76,687	60,145	14.1	16.1	16.1	16.1	
Buckwheat	18,370	17,460	17.6	19.5	19.5	19.5	
Flaxseed	14,646	8,473	7.4	8.2	8.2	8.2	
Kaffirs	61,182	75,866	12.0	21.4	21.4	21.4	
Clover seed	1,248	1,439	1.5	1.9	1.9	1.9	

CORN.

State—	1918, 10 yr. av.		Production (000 omitted).	
	Prelim.	Final.	Prelim.	Final.
Pa.	41.0	39.8	67,158	62,212
Va.	28.0	25.5	71,344	72,275
N. C.	21.0	18.9	63,000	60,000
Ga.	15.0	14.7	68,850	72,000
Ohio	36.0	38.4	137,952	150,100
Ind.	35.5	36.3	196,599	203,436
Ill.	35.5	33.9	370,975	418,000
Mich.	29.0	31.7	50,750	37,625
Wis.	41.0	33.3	73,144	42,196
Minn.	40.0	32.6	108,000	90,000
Iowa	36.0	34.9	387,612	410,700
Mo.	20.0	26.8	145,440	252,000
S. D.	34.0	27.7	108,188	97,150
Neb.	18.0	24.5	133,056	249,480
Kan.	8.0	17.5	54,936	128,184
Ky.	26.0	27.5	101,400	122,850
Tenn.	24.0	25.2	89,856	111,150
Ala.	16.0	16.1	74,880	77,200
Miss.	17.0	18.2	69,700	84,050
La.	16.0	20.4	39,424	42,246
Texas	10.0	18.9	70,750	77,825
Okla.	7.0	15.8	24,843	33,150
Ark.	13.0	20.5	36,764	67,200
U. S.	24.2	26.0	2,749,198	3,159,494

Weight per measured bushel—Wheat, 58.8 pounds, against 58.5 last year and 58.1 the ten-year average; oats, 33.2 pounds, against 33.4 last year and 32.0 the ten-year average;

barley, 46.9 pounds, against 46.6 last year and 46.4 the eight-year average.

Corn—Stocks of old corn on farms Nov. 1 estimated at 118,400,000 bu. (3.7 per cent of 1917 crop), compared with 34,448,000 bu. a year ago and 93,340,000 bu., average of preceding five years.

Offers a Trip to Berlin.

Those who attended the convention of the Grain Dealers National Ass'n at Milwaukee in September will remember the permits "For Entrance into Berlin with the A. E. F." issued by Henry E. Wack & Co., of Baltimore. Unfortunately, it developed later that, as an element of chance entered into the original plan of giving a bi-weekly souvenir to holders of permits bearing a "Lucky Punch Number" to be determined by a computation based on the advance of Our Boys toward Berlin, the permits are not mailable. As the mails formed an important link in the scheme it was necessary to abandon it in its original form.

The idea having been launched in good faith, and having met with so much favorable comment, its inventor, Henry E. Wack, was keenly disappointed when he learned it would be impossible to carry it out along the lines originally laid down. But as he desires never to disappoint, he has devised another plan for centering thought on the all important matter of entering Berlin.

Under the new plan, and to provide for completing it, Henry E. Wack & Co. have deposited with the Grain Dealers Journal a check for \$150, representing a first class passage from Baltimore to Berlin, via Bordeaux. This check is to be delivered, and the trip is to be made, by the one of the recipients of the permits who furnishes the best original article, humorous or otherwise, on the subject "How Shall We Kan the Kaiser?"

Henry E. Wack & Co. have asked Mr. Charles S. Clark to act as chairman of a com'te of judges to decide which of the articles submitted is best, and to award the prize. Two other members of the com'te will be chosen later.

The rules regarding the contest are very simple. All permit holders are entitled to enter, and receivers and shippers of grain who have not received permits may obtain them by communicating with Henry E. Wack & Co. The contest is to close January 15, 1919, and to receive consideration articles must have been placed in the mails not later than midnight on that day. All articles are to be mailed to the home office of the Grain Dealers Journal, Chicago.

Coming Conventions.

Nov. 19, 21.—Nebraska Farmers Co-operative Grain & Live Stock State Ass'n at Omaha, Neb.

Nov. 22.—Ohio Grain Dealers Ass'n at Columbus, O.

Dec. 10, 12.—South Dakota Farmers Grain Dealers Ass'n at Sioux Falls, S. D.

Feb. 18, 20.—Minnesota Farmers Grain Dealers Ass'n at Minneapolis, Minn.

May 20, 21, 1919.—Grain Dealers Ass'n of Oklahoma at Oklahoma City, Okla.

THE POTATO flour mill of the Idaho Products Co., at Meridian, Ida., has resumed operations and it is expected that for the next 6 months it will manufacture a carload of potato flour daily.

Co-operative Ass'n Can Control Its Stock.

P. S. Chaffee bot of John M. Erickson two shares of stock in the Farmers' Co-operative Elevator Co., but transfer was refused under the following clause in the by-laws:

"No stockholder shall transfer his stock without first giving the corporation ninety days' notice, and option to purchase said stock at par, plus the accrued and undivided dividends, which are payable per share."

Chaffee brot suit in the district court of Mercer County, North Dakota, to compel the officers to transfer the shares on the books of the corporation.

The Supreme Court of North Dakota, recently, held: The act under which the defendant corporation was organized confers express power upon every co-operative corporation organized thereunder, not only to regulate the transfer of stock, but to "limit the right of stockholders to transfer their stock," and also authorizes such corporation to provide in its by-laws "the terms and limitations of stock ownership." This language is clear, explicit, and far-reaching. It is not contained in the general corporation laws of this state, but is embodied only in the act providing for the organization of co-operative organizations.

In this state the right of a corporation to purchase shares of its own stock from its surplus profits is expressly authorized by statute. Section 4531, C. L. 1913: German Mercantile Co. v. Metz, 21 N. D. 230, 130 N. W. 221. And the articles of incorporation of the defendant corporation stated that one of the purposes of its organization is "to buy, hold, or sell and otherwise deal in the stock of this corporation or any other corporation or association." Hence there can be no question as to the power of the corporation to enter into a contract to purchase its own stock from its surplus profits. And it has been held that a by-law like the one here under consideration may constitute a binding contract upon a stockholder who was a party to its adoption, even though the corporation might have no authority to enact it as a by-law. See New England Trust Co. v. Abbott, 162 Mass. 148, 38 N. E. 432, 27 L. R. A. 271.

The effect of the by-law was to give to the defendant corporation an option to repurchase the stock at a definite price at any time a stockholder desired to sell it. This arrangement was made at the time the stock was sold by the corporation to its different stockholders in the first instance. The certificates of stock issued by the corporation referred to the by-laws, and made the stock certificates subject to the restrictions therein. Parties to a contract of sale may either fix the price themselves, or leave it to be fixed in such manner as they agree upon, provided the method chosen is one by which the price can be determined with reasonable certainty.

If stock in co-operative corporations could be sold and transferred the same as corporate stock in ordinary business corporations, to any person whom the stockholder saw fit, then it would be possible for persons whose interests were antagonistic to the co-operative association to become members therein, and thereby defeat the very purpose for which the corporation was formed. So it seems not only proper, but necessary, in order that such corporations may continue and accomplish the purpose for which they are organized, to permit restrictions to be placed upon the right to transfer and own stock therein.—168 N. W. Rep. 616.

Grain Carriers

GRAIN control permits out for shipments into St. Louis have been given 10 days' validity instead of 5 days.

GOVERNOR KEITH NEVILLE of Nebraska has filed a protest with Director General McAdoo against the embargo on corn to Omaha.

CLIFFORD, N. D., Nov. 2.—Our elvtrs. are full to the roof, and we cannot ship anything.—G. H. Bristol, mgr. Bristol Grain Co.

AMBROSE, N. D.—At this time (Oct. 31) all elevators at this station are full and no cars for making shipments.—O. Ingmar Oleson, agt. Northland Elvtr. Co.

CHARLES T. O'NEAL, who has been mgr. for the Lehigh Valley Transportation Co., has been appointed terminal mgr. of the Railroad Administration for the Buffalo District.

SIX THOUSAND cars of grain were tied up at Minneapolis and St. Paul Oct. 24, according to an announcement reported to have been made by A. W. Trenholm, federal mgr. of railroads at Minneapolis.

THE RAILROAD Administration contemplates making a uniform rule to cover the furnishing of smaller cars than ordered. The making of a charge for cars not used after having been set for loading is planned.

NEARLY \$78,000,000 has been turned over to the Railroad Administration by railroad companies which apparently are prospering to an extent that makes it possible to withdraw this large sum from their surplus.

THREE barges, loaded principally with grain, left St. Louis for New Orleans Oct. 19 on the fourth sailing of the Mississippi River Barge Line. The grain consisted of 30,000 bus. of wheat for export to Europe and 9,000 bus. of corn for Cuba.

WITHOLDING of ships from the American grain export traffic is backing up the grain at Buffalo and the interior so that at a time of year when the lake vessels should be busy their owners are about to take on winter storage contracts earlier than usual.

THE FIRST shipment of grain to arrive via the Federal Barge Line on the Mississippi River was corn which left St. Louis Sept. 28 and arrived at New Orleans Oct. 12, being transferred immediately to a steamer for Havana, Cuba, its destination.

PETERBORO, ONT.—The Quaker Oats Co. has made application to the Railway Board for an order to suspend the tariff of the Canadian Pacific Railway increasing from 1c to 2c per 100 lbs. the transit charges on grain and grain products east of Port Arthur.—B.

GRAIN LOADINGS in the Northwestern region from June 1 to Oct. 26 are reported to have been 194,000 cars, against 160,000 during the corresponding period of 1917. The six other regions show corresponding increases, except the Allegheny, which decreased.

STEAMERS loaded with grain came into Buffalo in large numbers during the latter part of October. On Oct. 19 and 20 a total of 1,306,000 bus. was unloaded by the elevators, and on the morning of Oct. 21 steamers lined up at the elevators had 1,305,000 bus. on board.

AN EMBARGO, effective Nov. 5, was placed on shipments of grain in the east because of the rapid approach to the limit of grain storage facilities. Carlot shipments consigned, reconsigned or for stock and hold at Buffalo, Cleveland, Detroit, Toledo, Cincinnati and Indianapolis are included.

THE COMPLAINT of the Dewey Bros. Co. asking that a rate of the Southern Railway of 18.5c on distillers' dried grain in carloads from Louisville, Ky., to Alexandria, Va., be declared unreasonable has been dismissed by the Interstate Commerce Com'n, and reparation asked for has been refused.

PERMISSION to increase rates not to exceed 25% nor in excess of existing rates on competing steam lines was granted by the Interstate Commerce Com'n Oct. 30 to the Union Traction Co. of Indiana, to apply between points on its lines and its connections in Illinois, Indiana, Kentucky, Michigan and Ohio.

THE EMBARGO on shipments of corn and oats to Milwaukee was released by the Grain Control Com'te of that market Nov. 6, and permits are being sent to country shippers. The request that applications for permits be made separately for each kind of grain was repeated by the Com'te in announcing the lifting of the embargo.

A SHIPMENT of 100,000 bus. of corn, the first ever brought by steamer to the Canadian head of the lakes, was unloaded from the steamer Parks Foster at the elevator of Davidson & Smith, at Fort William, recently. This is the only elvtr. at Fort William equipped with a marine leg. The corn was consigned to the Canada Starch Co.

CHARGES on two carloads of millet seed from Kanorado and Selden, Kan., to St. Louis, Mo., cleaned in transit at Beatrice, Neb., have been found to have been unlawful and unreasonable and reparation of \$14.94 has been awarded the Pease Grain & Seed Co. of Beatrice, by the Interstate Commerce Com'n. Complaint was against the C. R. I. & P. Ry. Co.

A NEW RATE of 61c per 100 lbs. was established by the Railroad Administration on coarse grains and millfeeds from Missouri River points to the Northwest, effective Oct. 14 and Nov. 14, as specified in the tariff. The former rate was 76c. Barley was not included in the tariff but it is expected soon to be added. Application of the rate is extended to include points on connecting lines as well as those on main lines.

THE COM'ITE of shippers and carriers, of which Henry L. Goemann, of Mansfield, O., is chairman, and which met recently at Battle Creek, Mich., to consider the handling of claims for loss of and damage to grain in transit has another conference scheduled to be held in Peoria, Ill. Dec. 2. A third conference will subsequently be arranged, and it is hoped that it will result in a final settlement of this important question.

CARRYING charges on grain for the last trip and winter storage at Cleveland, O. were fixed at 6c from ports at the head of the lakes and 5½c from Chicago to Buffalo at a conference Oct. 24 between the mobilization com'te of the Lake Carriers' Ass'n, a com'te in charge of the winter moorings at Buffalo, and Julius Earnes, pres. of the Food Administration Grain Corporation. The rates named are effective between Nov. 30 and Dec. 5. The rate after Dec. 5 is to be arranged, but is to be not lower than the charges on that date.

H. E. LOUNSBURY, general freight agent of the Oregon, Washington Railroad & Navigation Co., at Portland, has been appointed permit agent of the United States Food Administration, according to official announcements received here. He will have charge of the releasing of all cars to be loaded with wheat for tidewater terminals in Oregon and Washington.

STANDARDIZATION of class rates in the west and south is proposed by the Railroad Administration. It would involve some increases and some decreases in rates. Similar zoning methods of figuring class rates already are in effect east of the Mississippi and north of the Ohio and Potomac Rivers. It is said hearings will be announced later by the Interstate Commerce Com'n.

THE NEW SCHEDULE of the Canadian Pacific, the Canadian Northern, the Grand Trunk and the Grand Trunk Pacific Railways proposing to increase rates for milling in transit from 1c to 2c per 100 lbs. was suspended by the Canadian Board of Railway Commissioners Oct. 30 until a further meeting of the Com'n is held at Winnipeg. The new rate was to have become effective Nov. 1.

THE ADVANCES in all elevator charges which were announced about September 1 were ordered to be immediately withdrawn Nov. 7 by Commissioner Harlan of the Railroad Administration, as the increases were made without previously having been officially submitted for revision and approval. It is said that a meeting will be called in New York soon for all interested, at which time it is supposed elevators will ask official approval of the advances. The matter was brought to the attention of the Railroad Administration by numerous protests of the Kansas City Carlot Receivers and Shippers' Ass'n, composed of grain dealers who do not operate elevators. They will ask to have returned the excess charges which have been collected the past few months. The main objection was against doubling the charge for transferring grain, making it a cent a bushel.

A NEW SYSTEM of freight rates, based exclusively on distance, has been tentatively approved by the Director General of Railroads, it is said. The plan, which was worked out by Edward Chambers, director of traffic for the Railroad Administration, provides for uniform classifications for the entire country, under a regional and zone system. A hearing will be held by the Interstate Commerce Com'n Nov. 18, and previous to this general hearing examiners will be sent to different sections of the country to take testimony and criticisms of defects that may be seen in the plan. In connection with uniform class rates it is hoped also to standardize other charges, particularly switching. It is understood that the Railroad Administration is considering seriously a milling in transit charge of 2c. As proposed, rates within the several zones will be uniform and made on a mileage basis, eliminating as much as possible commodity rates and exceptions to the classifications.

BARLEY BUYING specifications have been amended by the United States Food Administration to include a larger percentage of the crop. The Amendment, known as note 5 provides: "Barley of C color, testing 49 lbs. or better and in all other respects equal to quality B, may be accepted as B on B contracts, purchased at B price or applied on C contracts at B price. This modification is effective immediately.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CANADA.

Winnipeg, Man., Nov. 4.—It is estimated that Western Canada will have from 90,000,000 to 95,000,000 bus. of wheat for export and for the use of eastern mills. Thrashing is practically completed. The movement of grain to the east was delayed a good deal by the strikes at the head of the lakes.—B.

ILLINOIS.

Peoria, Ill., Oct. 28.—We have had some very good rains recently, and these are of great benefit to the country at large. Would say of the few cars of corn we have had in our market, and we have had quite a number, that they are the nicest samples of corn we have seen for many a day. I doubt whether we ever raise a better crop in quality than we have this year.—T. A. Grier & Co., Inc., J. A. Waring.

INDIANA.

Indianapolis, Ind., Oct. 29.—The first car of new corn was received on this market today by the Bert A. Boyd Grain Co. It graded No. 3 white, with 16.6 per cent moisture, and sold at \$1.35 f. o. b. 32.5c New York rate. The quality was good.

IOWA.

Fremont, Ia., Nov. 6.—Very little grain moving. Farmers holding for more money.—J. E. Kennel.

LOUISIANA.

New Orleans, La.—Exports of grain thru this port during September were: wheat, 1,170,870 bus.; corn, 57,186 bus.; oats, 398,785 bus.; and barley, 5,456 bus.; compared with wheat, 1,099,990 bus.; corn, 77,845 bus.; oats, 320,526 bus.; and barley, 2,362,266 in September, 1917.—Geo. S. Colby, chief grain inspector and weighmaster, Board of Trade.

MICHIGAN.

Capac, Mich., Nov. 7.—Oats are moving to market quite freely.—C. R. Taylor, agt. H. P. Stoughton.

MINNESOTA.

Guckeen, Minn., Oct. 25.—Grain has been moving rapidly up to this time. Weather good. Threshing will be done in 10 more days or 2 weeks.—T. F. Garry, agt. Independent Grain & Lbr. Co.

Minneapolis, Minn., Nov. 6.—The first car of new Minnesota corn was received today by J. S. McLaughlin & Co. The car originated at Echo, and the corn graded No. 5 white, with 21.3 per cent moisture. It sold at \$1.23.

Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
Tot. July 1-June 29.	118,054,000	283,401,000	33,226,000	54,074,000	132,498,000	120,160,000
	1918-9.	1917-8.	1918-9.	1917-8.	1918-9.	1917-8.
July 6.....	539,000	4,399,000	910,000	420,000	2,187,000	4,799,000
July 13.....	382,000	8,107,000	731,000	927,000	1,841,000	2,351,000
July 20.....	144,000	4,964,000	571,000	936,000	2,482,000	3,800,000
July 27.....	413,000	2,424,000	103,000	1,302,000	2,581,000	3,296,000
Aug. 3.....	543,000	4,757,000	219,000	833,000	2,614,000	3,684,000
Aug. 10.....	1,419,000	4,670,000	182,000	994,000	1,656,000	3,442,000
Aug. 17.....	1,809,000	4,224,000	673,000	572,000	1,437,000	1,914,000
Aug. 24.....	3,504,000	2,280,000	135,000	53,000	1,438,000	2,741,000
Aug. 31.....	2,938,000	2,799,000	253,000	529,000	1,027,000	3,722,000
Sept. 7.....	3,452,000	3,338,000	153,000	287,000	1,125,000	1,361,000
Sept. 14.....	3,739,000	3,903,000	375,000	1,066,000	2,356,000	4,890,000
Sept. 21.....	4,409,000	1,557,000	145,000	132,000	3,657,000	3,512,000
Sept. 28.....	5,088,000	2,340,000	289,000	172,000	2,914,000	2,682,000
Oct. 5.....	5,532,000	2,379,000	153,000	542,000	2,704,000	4,801,000
Oct. 12.....	4,078,000	4,293,000	52,000	247,000	2,439,000	6,398,000
Oct. 19.....	4,200,000	2,429,000	38,000	87,000	4,478,000	3,500,000
Oct. 26.....	4,143,000	2,533,000	31,000	27,000	5,086,000	2,497,000
Nov. 2.....	2,513,000	1,572,000	30,000	270,000	2,394,000	2,476,000
Totals	48,845,000	62,968,000	6,043,000	9,396,000	44,416,000	61,866,000

MISSOURI.

Platte City, Mo., Oct. 27.—Last crop of wheat about all moved to market from this section.—Northrup Mfg. Co.

Kansas City, Mo.—The first car of new corn was received at this market Oct. 28 by Goffe & Carkener. It originated at Kelley, Ia., and was of very fine quality, showing 19.4 per cent moisture and grading No. 2.

MONTANA.

Ronan, Mont., Nov. 1.—About 75% of the wheat crop is in elevators.—W. T. Glese, mgr. grain dept, Stanley Searce.

NEBRASKA.

Ong, Neb., Nov. 6.—Wheat has all been marketed.—W. A. Wildt, mgr. Farmers Union Co-operative Ass'n.

Tekamah, Neb., Nov. 7.—Wheat has about all been moved to market.—Don J. Gammil, mgr. Farmers Grain & Live Stock Ass'n.

Dorchester, Neb., Oct. 28.—Corn is moving very slowly or not at all. No more new corn in this vicinity than will be needed for feed. Some wheat will be sold as soon as the roads are fit for hauling, but permits for its shipment are hard to get.—H. L. Perry, agt. Central Granaries Co.

NEW YORK.

Buffalo, N. Y., Oct. 29.—The first car of new corn was received at this market today. It was from Ohio and graded No. 3 yellow.

NORTH DAKOTA.

Kempton, N. D., Nov. 4.—We will handle more grain than last year at this station.—J. H. McCarthy, agt. Winter-Truesdell-Ames Co.

Clifford, N. D., Nov. 2.—We have a big crop this year. I think this station will handle 500,000 bus., and it is hardly half in.—G. H. Bristol, mgr. Bristol Grain Co.

Antelope, N. D., Nov. 1.—From the 1918 crops there will be shipped from this station about 80,000 bus. of wheat; 2,000 bus. each of flax and rye. This compares with about 25,000 bus. wheat; 2,800 bus. flax; 1,500 bus. rye; and 1,200 bus. barley shipped from the 1917 crop.—F. Ehlert, agt. Occident Elevtr. Co.

OKLAHOMA.

Oklahoma City, Okla., Nov. 1.—The farmer still has on hand from this year's crop 62 per cent of corn, 16 per cent of wheat, 37 per cent of oats and 83 per cent of milo and kafir.—Frank M. Gault, pres. state board of agriculture.

TEXAS.

Galveston, Tex.—Exports of grain thru this port in September were: wheat, 593,312 bus., compared with wheat, 635,056 bus., and barley, 597,353 bus. in September, 1917.—H. A. Wickstrom, chief inspector, Board of Trade.

HENRY L. GOEMANN, of Mansfield, O., who retired from the grain business several months ago, has been supervising many industrial plants in seven counties of Ohio, for the War Industries Board.

Wheat Movement in October.

Receipts and shipments of wheat at the various markets during October, compared with October, 1917, were as follows:

	Receipts		Shipments	
	1918.	1917.	1918.	1917.
Baltimore	3,863,920	1,704,363	5,103,887	1,461,550
Chicago	6,279,000	2,505,000	3,484,000	1,375,000
Cincinnati	295,625	.....	282,725	.....
Detroit	430,000	344,000	22,000	15,000
Ft. Wm.	22,972,775	81,545,860	12,815,649	34,028,548
Indianapolis	331,250	356,250	75,000	166,250
Milwaukee	2,497,300	650,000	1,847,727	108,486
Min'p'l's	21,306,490	14,675,620	2,323,900	2,946,240
New York	6,275,700	.....	5,674,806	.....
Omaha	1,115,800	1,570,800	758,400	818,400
Phila.	2,823,780	2,394,441	2,456,579	1,875,119
St. Louis	2,097,622	1,492,041	867,760	1,382,650
San Francisco,	.....	.....	.....	.....
tons	5,439	3,266	.....	.....
Toledo	605,955	889,400	20,000	110,700
Wichita	1,966,900	534,200	978,000	42,000
Winnipeg	31,493,525	33,350,000	.....	.....

Corn Movement in October.

Receipts and shipments of corn at the various markets during October, compared with October, 1917, were as follows:

	Receipts		Shipments	
	1918.	1917.	1918.	1917.
Baltimore	111,100	137,845	36,566	153,211
Chicago	11,550,000	3,183,000	5,084,000	1,427,000
Cincinnati	279,400	.....	188,100	.....
Detroit	580,000	47,000	56,000	7,000
Indianapolis	1,851,250	558,750	590,000	145,000
Milwaukee	570,840	423,440	209,451	329,515
Minneapolis	793,910	80,920	548,450	82,580
New York	96,600	.....	122,213	.....
Omaha	1,860,600	1,453,200	2,023,000	1,271,200
Philadelphia	41,211	94,174	.....	168,797
St. Louis	1,869,349	885,470	1,208,770	377,360
San Francisco	.....	.....	.....	.....
tons	460	515	.....	.....
Toledo	124,400	22,800	55,245	4,400
Wichita	109,200	34,800	63,500	31,000

Oats Movement in October.

Receipts and shipments of oats at the various markets during October, compared with October, 1917, were as follows:

	Receipts		Shipments	
	1918.	1917.	1918.	1917.
Baltimore	788,634	2,430,677	200,793	1,980,310
Chicago	10,942,000	13,726,000	6,904,000	9,208,000
Cincinnati	508,800	.....	254,400	.....
Detroit	406,000	380,000	215,000	112,000
Ft. William	806,263	3,002,673	322,161	1,803,667
Indianapolis	1,548,000	1,877,400	514,500	892,800
Milwaukee	6,008,800	3,976,840	2,936,216	2,067,835
Minneapolis	4,168,400	5,408,620	5,783,970	4,208,810
New York	3,787,000	.....	782,940	.....
Omaha	1,725,000	342,200	2,230,000	281,000
Philadelphia	447,957	3,085,555	126,658	2,763,909
St. Louis	1,746,000	2,541,500	1,350,290	2,513,290
San Francisco,	.....	.....	.....	.....
tons	1,591	2,504	.....	.....
Toledo	633,950	362,400	647,875	225,100
Wichita	78,000	88,500	47,000	76,500
Winnipeg	2,765,100	5,830,500	.....	.....

Rye Movement in October.

Receipts and shipments of rye at the various markets during October, compared with October, 1917, were as follows:

	Receipts		Shipments	
	1918.	1917.	1918.	1917.
Baltimore	281,955	2,064,347	5,202	1,274,333
Chicago	344,000	640,000	749,000	496,000
Cincinnati	48,400	.....	37,400	.....
Detroit	139,000	80,000	41,000	92,000
Ft. William	145,202	54,433	24,054	.....
Indianapolis	167,500	53,750	102,500	23,750
Milwaukee	348,925	507,170	99,000	125,336
Minneapolis	922,530	2,054,430	695,990	753,180
New York	1,856,250	.....	405,049	.....
Omaha	528,000	184,800	440,000	141,000
Philadelphia	153,092	408,648	100,000	426,515
St. Louis	17,815	81,610	38,180	22,730
Toledo	37,200	24,200	46,420	15,900
Wichita	.....	4,000	.....	4,000
Winnipeg	195,000	.....	.....	.....

Barley Movement in October.

Receipts and shipments of barley at the various markets during October, compared with October, 1917, were as follows:

	Receipts		Shipments	
	1918.	1917.	1918.	1917.
Baltimore	35,331	1,250	.....	.....
Chicago	2,401,000	2,813,000	291,000	730,000
Detroit	15,000	.....	.....	.....
Ft. William	1,203,922	1,251,784	283,078	801,953
Milwaukee	1,381,510	2,470,800	456,803	611,076
Minneapolis	2,930,740	4,833,960	3,532,960	3,618,570
Omaha	516,800	534,600	339,600	252,800
New York	251,175	.....	51,814	.....
Philadelphia	6,200	52,000	.....	.....
St. Louis	62,400	386,000	24,480	10,600
San Francisco,	.....	.....	.....	.....
tons	9,233	6,386	.....	.....
Toledo	6,000	.....	68,891	.....
Winnipeg	1,673,100	1,631,500	.....	.....
Wichita	23,000	.....	23,000	.....

Seeds

BUFFALO, N. Y.—A warehouse, 100x60 ft. is being erected by the Harvey Seed Co., now owned by Geo. B. Edgerton.

SAN FRANCISCO, CAL.—John R. Johansen, of the Bertrand-Johansen Seed Co., died Oct. 29, of influenza, aged 25 years.

WEST LEBANON, IND.—Jones Bros. received 49 bus. and 10 lbs. of clover seed in one wagon load recently, and paid the farmer \$958.75.

WEATHERSFIELD, CONN.—Thomas Newton Griswold, a member of the firm of Thomas Griswold & Co., seedsmen, died recently of pneumonia.

CLAYTON, N. M.—The H. Herzstein Seed Co., for a second time has had its license suspended by the Food Administration for violating the regulations.

THE PRELIMINARY estimate of the yield per acre of flax in Canada for this year, as shown by the September report of the Dominion Bureau of Statistics, is 8 bus., compared with 6.5 bus. in 1917.

WINNIPEG, MAN., Nov. 4.—Estimated production of seed crops in Canada as announced by the Dominion Bureau of Statistics, is as follows: beans, 4,588,200; peas, 4,384,700 bus.; and flaxseed, 7,695,000 bus.—B.

LONDON, ENG.—C. W. LeMay, head of the old seed house of C. W. LeMay & Co., died suddenly of pneumonia, Oct. 3. The business is being carried on under the supervision of H. H. LeMay, executor, without alteration of title.

SPOKANE, WASH.—The Spokane Seed Co. will increase its capital stock from \$75,000 to \$100,000, the third increase since the company was organized 9 years ago. Geo. S. Reed of Portland is pres., and L. C. Barrett of Spokane is sec'y-treas.

MILWAUKEE, WIS.—Lieut. Herbert Courteen, son of S. G. Courteen, head of the Courteen Seed Co., has been promoted to a captaincy. He is in France as battalion adjutant of the personnel division of the American Expeditionary Forces.

OTTAWA, ONT.—The Seed Commissioner of Canada has just returned from Washington, where an arrangement was made for the unrestricted interchange of seed between the United States and Canada and for export to the allied countries.—B.

A WORLD'S SWEEPSTAKES prize for wheat has been awarded to Seager Wheeler of Rosthern, Sask., Canada, by the International Soil Products Exposition at Kansas City. The first prize for the most artistic exhibit was awarded to the province of Manitoba.

E. A. PEDEN, federal food administrator for Texas, has organized the "Food Administration Certified Seed Dealers of Texas" composed of all growers and handlers of field seeds who care to join, and who will be required to abide by a number of fair trade rules drawn up by Mr. Peden.

B. W. SNOW says that in all the territory of the United States where the seed corn problem was a difficult one last year, a large acreage of corn suitable for seed has been produced this season. The seed question may, therefore, cause no concern next year. At the same time he

advises corn-growers in northern sections, because of the result attained with home-grown seed this year, to save their corn seed where possible.

MOSCOW, IDAHO.—The Agricultural College of the University of Idaho has harvested a crop of "Rustler's White Dent" corn, obtained from Minnesota several years ago, that yielded 84 bus. per acre. The crop was made between May 22 and Oct. 1, and it is believed to be a good corn for this short season.

WELLAND STA. (Mendota p. o.), Ill.—We have remodeled our feed and seed house, and now have an up-to-date seed house which is 32x40 feet, with an overhead bin that will hold 500 bus. of timothy seed. We have bought this season \$12,000 worth of timothy and clover seed.—Penrose Elvtr. Co., Chas J. Bader.

WINNIPEG, MAN.—A seed laboratory and seed control station has been opened in this city by the Dominion Dept. of Agriculture. The Winnipeg Laboratory will test grain and other kinds of seed for purity and vitality for seedsmen, grain dealers and farmers who have seed for sale. Twenty-five samples will be tested free for any one firm or individual each year. Tests on samples in excess of this number will be charged for at the rate of twenty-five cents per test. Accounts are rendered at the end of the seed testing season.

JEFFERSON CITY, Mo., Nov. 10.—Clover seed yield 1.3 bus. per acre against 1.7 last year, which is the 10-year average. Total production 54% against 68% last year and 67% average. Much acreage intended for seed was pastured or eaten by grasshoppers. Grain sorghums yield 22 bus. per acre, or $\frac{2}{3}$ of a crop against 90% last year and 78% average. Field peas, 51% for grain against 79% last year and 68 average. Yield of soybean seed 14 bus. per acre, or 73% full crop. Soybeans are growing in importance in the state.—Jewell Mayes, sec'y state board of agriculture.

CLOVER seed hesitates. Early peace appears probable. What effect will it have on prices? Present prices discount considerable. They are the highest on record. Speculative demand is limited. Would peace increase it? Export demand would depend partly on shipping and financial conditions. Eastern buyers are not inclined to anticipate their wants yet. Stocks are still small. Shipments this week have been larger. Present plenty still predominates in timothy. Toledo has large stocks. Other markets appear to have considerable. Better export demand needed.—C. A. King & Co.

COLUMBUS, O., Nov. 11.—The estimated average yield of clover seed for the State is placed at 1.10 bus. per acre, compared to a ten-year average of 1.4 bus. The total production is estimated at 60 per cent of normal, compared to a ten year average of 63 per cent. The outturn of the crop has been very disappointing. It started out well, with considerable increase in the acreage over last year, but the damage from grasshoppers and wet weather has so reduced the crop that the average yield is slightly more than a bushel per acre. Buckwheat, acreage (preliminary) 26,000; average yield, 17 bus. per acre. Total estimated production, 442,000 bushels. Ten-year average yield, 19.8 bushels; 5-year average production, 387,000 bushels. The yield was reduced by the dry hot weather which prevailed for several weeks after planting.—Ohio Department of Agriculture.

TOLEDO, O.—Shortage of the 1918 timothy seed crop and talk of a big reduction in acreage for the 1919 crop, as against present apparent plenty due to the large carry-over has held the price around \$5.00 for a long time. Recent receipts here do not necessarily mean a bigger crop than figured on. Shifting of stocks more probable. Some interior dealers felt the money pressure and naturally their holdings came here. Peace may bring about a break at the start, but we hardly think it will be of any consequence as bulk of seed here is owned by people who know the situation thoroughly and won't be stampeded. A few straggling little fellows may let go, but they will soon be lost in the shuffle.—J. F. Zahm & Co.

KANSAS CITY, Mo.—No clover seed was carried over from last season but a large carry over in alfalfa and timothy. Practically all timothy carried went into consumption in August and Sept. The sowing demand for timothy in this market was about 60 cars. The timothy seed crop was short and about one-fourth of an average one. Clover crop almost a complete failure. Alfalfa about 40% of an average and of this half is good quality balance medium and poor. Blue grass as near a failure without really being complete; about one-twelfth of a crop. Outlook for sorghum seed crop is good but price will determine if it will all be threshed. Price last season so high farmers would not buy as a consequence a very heavy carryover. Liberty (formerly German) millet a short crop, perhaps half an average, while hog millet is very large crop. White millet is good crop and quite a fair amount of Siberian or red millet.—Missouri Seed Co.

SEED IMPORTS for the 4 months ending Nov. 1 are reported by the Department of Agriculture to have been in pounds, alfalfa, 76,700; Canada bluegrass, 56,500; Kentucky bluegrass, none; alsike clover, 2,343,600; crimson clover, 220,100; red clover, 43,800; white clover, none; white and alsike mixed, 37,500; broom corn millet and Hungarian, none; grass mixtures, 100; orchard grass, none; rape, 152,100; redtop, 4,100; English rye grass, 305,900; Italian rye grass, 18,300; timothy, 41,500; hairy vetch, 187,400 and spring vetch, 21,400 lbs.; compared with the following for the corresponding four months of 1917: alfalfa, 24,500; Canada bluegrass, 49,800; Kentucky bluegrass, 3,700; alsike clover, 348,200; crimson clover, 873,400; red clover, 117,100; white clover, 48,800; white and alsike clover mixed 30,200; broom corn millet, 218,500; Hungarian millet, 9,000; grass mixtures, none; orchard grass, 57,600; rape, 4,152,800; redtop, 1,300; English rye grass, 350,400; Italian rye grass, 176,300; Timothy, 100; hairy vetch, 179,900 and spring vetch, none.

From the Seed Trade.

NEWBERN, TENN., Nov. 4.—The crop of Japan clover seed is cut 50% or more on account of the drouth and the labor situation. We can not get help to save the seed the growers do have. We believe there will not be enough of these seed for the demand and the ones who buy early will be the ones to have the seed to fill their orders.—Cole Seed Saver Co.

TOLEDO, O.—Receipts for October, close to 10,000 bags, met a steady advancing market. Much clover seed was shipped in to apply on October sales. Receipts to date are more than double a year ago, but met a bare market. How much will high prices curtail its use. Consumers said to be making inquiries but not buying. Many

would prefer to pay more money in Spring if necessary than to buy at present levels.—Southworth & Co.

St. JOSEPH, Mo.—Clover seed is scarce and held awaiting developments. The only seed plenty is alfalfa; the choice qualities are scarce, there is plenty of useful seed on the market. Cane a considerable crop. Millet is supposed to be short and is being eagerly picked up when offered at prices ranging at close of last season. Meadow fescue, red top and ryegrass are in exceptionally short supply. Kentucky had a good crop of bluegrass, but it is being held for higher prices. Kafir corn and such like crops are short. Market temporarily is weak.—Mitchellhill Bros.

Imports and Exports of Seeds.

August imports and exports of seeds, compared with August, 1917, and for the 8 months ending Aug. 31, compared with the corresponding months of 1917, as reported by the Bureau of Foreign and Domestic Commerce, were as follows:

	August		8 mos. ended August	
	1918.	1917.	1918.	1917.
IMPORTS.				
Flaxseed, bus.	965,882	803,477	11,210,317	6,566,955
Castor beans, bus.	20,901	42,165	556,661	606,996
Red clover, lbs.	65,358	44,120	877,565	3,917,303
Other clover, lbs.	297,280	276,785	4,640,350	5,868,566
Other gr. seed, lbs.	417,215	685,745	4,552,608	5,456,834
Sugar beet, lbs.	215,136	3,920	3,910,763	5,303,910
EXPORTS.				
Flaxseed, bus.	51	41	17,185	763
Clover seed, lbs.	153,489	321,699	4,143,557	3,593,317
Timothy, lbs.	256,085	544,053	4,005,212	9,654,942
Other gr. seed, lbs.	182,028	83,882	1,843,980	3,598,106

Seed Movement in October.

Receipts and shipments of flaxseed, timothy, clover and other grass seeds to and from the principal markets during October, with comparative figures for October, 1917, were as follows:

	Receipts		Shipments	
	1918.	1917.	1918.	1917.
FLAXSEED.				
Chicago, bus.	62,000	114,000	.....	2,000
Ft. William, bus.	215,138	289,013	101,271	170,550
Milw'kee, bus.	21,140	55,650	.....	.....
Min'p'ls, bus.	915,260	979,600	164,650	76,920
Winnipeg, bus.	385,000	425,700	.....	.....
TIMOTHY.				
Chicago, lbs.	5,175,000	5,172,000	2,674,000	2,816,000
Milw'kee, lbs.	341,388	624,242	459,494	397,410
Toledo, bags	14,728	12,071	764	267
CLOVER.				
Chicago, lbs.	1,597,000	945,000	527,000	483,000
Milw'kee, lbs.	234,517	1,408,332	497,088	32,050
*New York, bags 436	.....	.....	1,363	.....
Toledo, bags	8,532	3,439	691	4,446
OTHER GRASS SEED.				
Chicago, lbs.	5,187,000	3,430,000	567,000	764,000
Toledo, bags	1,270	786	1,017	1,277

*Includes timothy and alfalfa.

A special com'te of the National Hay Ass'n, at a meeting held in Chicago, formulated plans whereby the Forage Branch of the Fuel and Forage Division of the Quartermaster Corps, would accept shipments of hay grading under contract specifications at fixed discounts. A car of hay grading standard timothy would be accepted by the Forage Branch at \$1 a ton below the price of No. 1 timothy. The other fixed discounts proposed by the National from the price of No. 1 timothy would be as follows: On No. 2 timothy, \$2 a ton; No. 1 mixed hay, \$3 a ton; No. 1 light clover mixed, \$1; No. 2 light clover mixed, \$3; No. 1 clover mixed, \$3; No. 1 clover mixed, \$4, and No. 1 clover hay, \$4. Hay compressing equipment is now being installed at Chicago.

Canadian Volunteer Succumbs to Influenza.

A. Charles Ruttan, one of the leaders in the grain trade of Western Canada, who had been actively doing his bit for the Dominion, died Nov. 2.

Born at Kingston, Ont., in 1878, Mr. Ruttan was educated in the public schools there and at Queen's University, and after a year with the Montreal Transportation Co., became western manager in 1899, of James Richardson & Sons, with whom he was connected for 20 years, developing their business to be one of the largest in the Canadian grain trade.

He aided in organizing the Lake Shippers Clearance Ass'n, of which he was director and secretary, and was a director of the Winnipeg Grain & Produce Clearing Ass'n.

On the breaking out of the war he had the advantage gained 10 years ago of membership in the 90th Winnipeg rifles with the rank of lieutenant. When volunteers were called for he aided in organizing the 144th battalion and was given the rank of major. He served for 8 months as forwarding area commandant at Ypres, France, and opened a school of musketry for the second British army. Later he was loaned from the staff of the school to a British battalion, to which was assigned the duty of training Americans arriving in France from the United States.

During the great drive of the Germans in March, Major Ruttan commanded a labor battalion at Neuve Eglise, later being returned to his former position on the staff of the school of musketry. A few weeks ago he transferred back to the Canadian forces and his health having broken down to some extent, he obtained a furlough.

Three weeks before his death, Major Ruttan landed in New York, and returned to his old home in Kingston, where he was joined by Mrs. Ruttan. While in that city Major and Mrs. Ruttan had dinner with Senator Richardson, president of the big grain firm. Oct. 28 the death of Senator Richardson was announced, and now Mr. Ruttan is dead.

The Winnipeg Grain Exchange was closed at noon to enable the members to attend the funeral services. He is sur-



A. C. Ruttan, Winnipeg, Man., Deceased.

vived by the widow and four children. A portrait of Major Ruttan is given herewith.

Portland Protests Minneapolis Contract.

At a meeting of the Merchants Exchange, of Portland, Ore., held recently, a resolution was adopted protesting against certain alleged practices of eastern firms in their dealings with grain dealers of the Pacific Northwest.

Specifically, the resolutions placed the Exchange on record as requesting that its members discontinue the practice of making purchase contracts on the basis of Minneapolis terms, advising the use of the usual western contract forms, for the reason that it is felt there are too many intricate rules and regulations incorporated in the Minneapolis terms. It was recommended, too, that members of the Exchange insist on deliveries on basis of Oregon and Washington inspection and weights.

The resolution also states that it is deemed a fair practice to declare canceled any contracts or parts of contracts not delivered in the time specified in the contracts, Minneapolis terms and contracts to the contrary notwithstanding; recommended that the practice of paying drafts in full of invoices be discontinued, since eastern buyers insist on margins; that all purchases for western shipment be made on basis of arrival drafts, allowing two days for inspection, and in cases where payment on sight drafts with documents attached be specified in the contract, that drafts not exceeding 90% of the invoice value be honored, and that interest on such drafts be charged until the arrival of the car.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

I. T. S. in 480—A cancels 480 and names local and joint rates on grain and grain products, carloads, between its stations in Illinois and East St. Louis, Peoria, Venice, Ill., and St. Louis, Mo. Effective Nov. 1.

C. I. & L. in 7819 cancels 5577 and names rates on grain and grain products from stations on its lines to Boston, New York, Philadelphia, Baltimore, Buffalo, Pittsburgh and other points in Eastern States and Canada, as named, effective Dec. 1.

C. & A. in Sup. 9 to 28—C shows elevation and transfer charges, maximum and minimum weights, rules, governing furnishing of grain doors, also miscellaneous rules and exceptions to classifications, etc., on grain, feeding, bedding, etc., applying at stations on or via its lines. Effective Nov. 1.

C. I. & L. in 7816 cancels 5829 and names rates on grain by-products in carloads and grain, grain products and grain by-products in mixed carloads from stations on its lines to Boston, New York, Philadelphia, Baltimore, Norfolk, Buffalo, Pittsburgh, and other Eastern, Virginia and Western Termini Points as named, effective Dec. 1.

C. I. & L. in 7817 cancels 908—C and names reshipping rates on grain, grain products and grain by-products from Chicago, Englewood, Hegewisch, Pullman Jct., and South Deering, Ill., and Hammond, Ind., to New York, Baltimore, Boston, and Philadelphia and other Eastern and Virginia points named, effective Dec. 1.

Reconsigning Charges.

At a hearing held recently the Interstate Commerce Com'n took testimony of interested shippers, receivers and grain and hay trade organizations in regard to proposed changes in consigning rules and charges of all carriers in the country on grain, hay, seeds and straw and a joint brief has been filed for all the markets, asking that 24 hours be allowed for giving reconsigning instructions on grain, hay, seeds and straw at all market points—this time to be reckoned from the first 7:00 A. M. following the completion of inspection and to be without charge. Reconsignments made thereafter to be charged for at \$2 per car. This rule has been recommended to be applied whether cars are reconsigned to a point within or outside of the destination where the reconsignment is made.

Notwithstanding the fact that this case has been pending before the Com'n for some time and no decision has been rendered, the Terminal Railroad Ass'n, of St. Louis, has issued the following new rules governing reconsignments at St. Louis, the rules becoming effective Oct. 25:

Rule 1.—(a) No reconsigning instructions will be accepted by these railroads unless car is actually in their possession at time such orders or instructions are tendered.

(b) Orders for division or reconsignment will not be accepted under these rules at or to a station or to a point of delivery against which an embargo is in force, or, except on perishable freight, coal, coke or fuel oil, to a station or to a point of delivery against which an embargo was in force at the time that the shipment was forwarded from the point of origin. Shipments made under authorized permits are not subject to this condition.

(c) Cars reconsigned after having reached first destination will be assessed the regular charge for the second move in addition to the charge up to first destination. See Rule 3 (b).

Rule 2.—(a) If reconsigned while in transit, a charge of \$1.00 will be assessed in addition to the regular rate from point of receipt to point of final delivery by these railroads, except that if such reconsignment requires an extra Trans-Mississippi River move, the regular tariff rates will apply in each direction.

(b) No charge will be made when reconsignment changes name of consignee or destination, no extra switching being caused thereby.

Rule 3.—(a) Cars diverted, reconsigned or reforwarded on order placed with local freight agent or other designated officer at original destination, but before placing for unloading, or if the original destination is served by a terminal yard, then after arrival at such terminal yard, a charge of \$5.00 per car will be made if car is diverted, reconsigned or reforwarded to a point outside of switching limits of original destination.

(b) Cars which have been placed for unloading at original billed destination and are reforwarded therefrom without being unloaded, to a point outside of the switching limits, will be subject to the published rate to and from point of reconsignment, plus \$5.00 per car reconsignment charges, except that in no case shall the total charge be less than the charges based on the through rate from point of origin to final destination, plus \$5.00 per car reconsignment charge.

The charges in Rule 1, paragraph "b" and Rule 3, paragraphs "a" and "b" were authorized by the Director General of Railroads without any notice having been given to the Merchants Exchange of the proposed changes it is said. The Director General is authorized under the War Legislation giving control of the railroads to him, to initiate rates without consulting the Interstate Commerce Com'n, but the Interstate Commerce Com'n has authority to review and revise such rates if considered unreasonable.

Charles Rippin, traffic commissioner of the St. Louis Merchants Exchange, has issued a notice to members of the Exchange, calling their attention to the new rule. He states that as the matter will be finally regulated and disposed of for all markets alike, when the case has been decided by the Interstate Commerce Com'n, now awaiting decision by them, he has taken it up with the Director General and protested against such charge being established under the circumstances in view of the fact that he has announced that notice should be given through the various District Freight Rate Com'ites of changes that are proposed to be made in rates and regulations.

Meantime it is necessary for members of the Exchange to take the charge into consideration in making sales of cars standing on Terminal rails which are to be reconsigned out of town.

No reconsignment charge will be assessed when reconsignments are made from the Terminal rails to locations within St. Louis or East St. Louis.

Mr. Rippin states it as his opinion that the new charge can not be applied on any

cars that were shipped from country points prior to Oct. 25. It would apply, in his judgment, on shipments that were made from country points on and after Oct. 25.

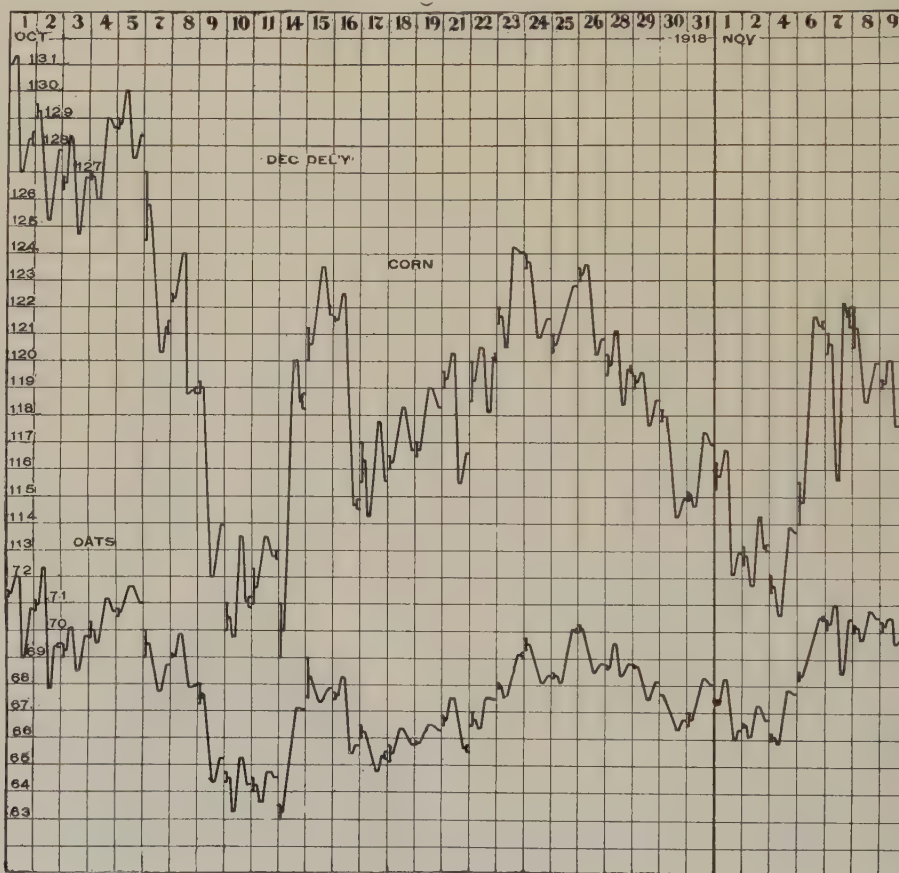
Little Interest in Oats Grades.

It is reported that at Minneapolis fewer than 12 dealers attended the hearing by the Buro of Markets on the tentative oats standards, and that little opposition to the proposed grades developed.

At the hearing at Omaha the proposed grades are said to have met with the approval of those present, except on one or two points, the dealers being opposed to the proposed numerical grades, claiming that their establishment would disturb the commercial oats market and cause an endless amount of confusion without any justification for it other than to satisfy a very slight technicality of the milling industry.

A. B. GRIPPER, sec'y of the London Corn Trade Ass'n, died recently following a serious operation. Mr. Gripper was 67 years of age.

Opening, High, Low and Close at Chicago Since Oct. 1.



Daily Closing Prices.

The daily closing prices of oats and corn for December delivery at the following markets for the past two weeks have been as follows:

DECEMBER OATS.												
	Oct. 25.	Oct. 26.	Oct. 28.	Oct. 29.	Oct. 30.	Oct. 31.	Nov. 1.	Nov. 2.	Nov. 4.	Nov. 6.	Nov. 7.	Nov. 8.
Chicago	70	68 3/4	68 3/4	68 1/2	66 5/8	68	66 1/4	66 5/8	67 3/4	70 1/2	70 1/2	69 3/4
Minneapolis ..	66 1/2	65	65	64 1/2	62 3/4	64 5/8	62 5/8	62 3/4	64	66 1/2	66 5/8	65 5/8
St. Louis	69 3/4	69 3/4	69 3/4	69 1/4	68	68 1/2	67 1/2	67 1/4	68	71 1/2	71 1/4	70 3/4
Kansas City...	69 3/4	69 1/4	68 3/4	68 1/4	66	67 1/4	66	66 1/2	67 5/8	70 1/4	70	69 1/2
Milwaukee	70	69	69	68 3/4	...	68	66 1/2	66 5/8	67 5/8	70 1/2	70 1/2	69 3/4
Winnipeg	81	79 3/4	79 3/4	78 3/4	78	79	77 3/4	77 3/4	78 3/4	80	79 3/4	79
DECEMBER CORN.												
	Oct. 25.	Oct. 26.	Oct. 28.	Oct. 29.	Oct. 30.	Oct. 31.	Nov. 1.	Nov. 2.	Nov. 4.	Nov. 6.	Nov. 7.	Nov. 8.
Chicago	122 3/4	120 3/4	119 3/4	118 3/4	114 3/4	116 3/4	112 3/4	113	113 3/4	121 1/4	121 1/4	117 3/4
St. Louis	125 3/4	123 3/4	122 3/4	121 1/4	118 3/4	120 1/4	116 3/4	116 3/4	117 3/4	125 1/4	126	123 1/4
Kansas City...	127 3/4	126 1/4	124 1/4	123 3/4	120 3/4	123	119 3/4	119 3/4	121	128 3/4	128 3/4	125 3/4
Milwaukee	122 3/4	120 3/4	119 3/4	118 3/4	...	116 3/4	112 3/4	113	113 3/4	121 3/4	121 1/2	117 3/4

Time in Which to File Notice of Claim.

The Supreme Court of Illinois on Oct. 21 ruled in favor of the shipper, Millett Elevator Co., Millett, Mich., in its suit against the Grand Trunk Western Railroad Co. for damages for breach of contract to deliver a carload of beans.

The elevator company sold a carload of beans to the A. J. Thompson Co. of Kansas City, Mo., for a specified price of \$1683.15, to be paid for on arrival of the shipment at Evansville, Ind. Plaintiff in error issued a B/L to "order of A. J. Thompson & Co., destination Evansville, Ind., notify Ragon Bros." The beans were on May 3, 1912, loaded and shipped from Millett, Michigan, and arrived at destination May 6, 1912. This B/L, with sight draft attached, was deposited by defendants in error with the Exchange Bank of Haslett, Michigan, and by it forwarded to Kansas City and presented to the A. J. Thompson Co. for collection. The draft was not honored and for that reason returned to the defendants in error unpaid. When the beans arrived at destination they were by the Chicago & Eastern Illinois Railroad Co., the delivering carrier, upon the written order of the A. J. Thompson Co., delivered to Ragon Bros. without the surrender of the B/L. Ragon Bros. paid the A. J. Thompson Co. for the beans.

This action was brought in the Municipal Court of Chicago against the Grand Trunk Railway System and the receivers of the Chicago & Eastern Illinois Railroad Company for the wrongful delivery of the beans.

The plaintiff made the foregoing allegations of fact, and the defendant railroad company offered no evidence, but contended first, that upon delivery of the beans to the defendant for shipment under this B/L lading the title to the property passed from the defendants in error, the consignor, to and become vested in the consignee, and the carrier had a legal right to deliver the same on the consignee's order without demanding the B/L; second, that the provision of the B/L of lading, "the surrender of this original B/L, properly indorsed, shall be required before the delivery of the property," is for the benefit of the carrier, only, and as between the carrier and consignor the carrier is not subject to liability for failure to require the production of the B/L before making delivery of the goods; and third, that the evidence does not show that the defendants in error complied with the provisions of the B/L requiring notice of claim to be filed within four months, as set forth in paragraph 3 of section 3 of the B/L. The draft was not honored and the B/L was returned to the Exchange Bank. It was at no time out of the possession or control of the defendants in error or someone representing them.

The Supreme Court held: Under the familiar rule of law that possession of the agent is possession of the principal, it follows that the shippers in error were the holders of said B/L. While the B/L was made out to the order of the A. J. Thompson Co. it was issued to the shippers, and the A. J. Thompson Co. could only acquire the right to possession of it by paying the draft attached. This was not done. It will therefore be seen that defendants in error were not only the holders of said B/L but were the lawful holders thereof, and as such are entitled to make claim for loss if there be any.

It was evidently within the intention of Congress, in passing the Carmack amendment, to give protection to the lawful holder of a B/L regardless of how he became such lawful holder. To hold this provision of a B/L to be for the benefit of the carrier only would be to render the Carmack amendment nugatory in those

cases where the property was lost to such holder by delivering it without the surrender of the B/L.

Defendant contends that the words "must be made in writing to the carrier at the point of delivery or at the point of origin" are descriptive of the place where the notice of claim must be filed and not descriptive of the carrier with whom such notice is to be filed, and that in order to give defendants in error the right to claim damages, notice of claim must have been filed either with the agent or the delivering carrier at Evansville, Ind., or with the agent of the defendant at Millett, Mich., the point of origin. The object of such a stipulation in a B/L is to secure to the carrier reasonable notice of loss or damage to shipment and should be given a practical construction. In Georgia, Florida, & Alabama Railway Co. v. Blish Milling Co. 241 U. S. 190, the court, in construing a like stipulation, said: "Granting the stipulation is valid and binding, IT DOES NOT REQUIRE DOCUMENTS IN A PARTICULAR FORM. It is addressed to a practical exigency and it is to be construed in a practical way." It is a matter of common knowledge that railroads maintain what are known as claim departments, the duty of which is to investigate claims against such carriers. The purpose and effect of the notices filed in this case was to apprise defendant carrier of the loss, and to give to it through its claim department, or that of the delivering carrier, who is for this purpose the agent of the initial carrier. It would appear, therefore, that the purpose of the stipulation in question is best served by filing notice of claim with the claim agent of the initial or delivering carrier, and that a reasonable and practical construction of the words "must be filed with the carrier at the point of delivery or at the point of origin," would be that they are description of the carrier to whom notice is to be given rather than of the place at which such notice is to be filed.

In this case the shippers were ably represented by Stewart Reed Brown, of Chicago.

Cost of Handling at Country Elevator.

Geo. A. Wells, sec'y of the Western Grain Dealers Ass'n, has submitted to J. J. Stream, second vice-pres. of the Food Administration Grain Corporation, a careful compilation of information collected by him as to the average annual expense of operating a country elevator handling 100,000 bus. or more of grain, as follows:

Operating Expense.	
Interest on investment in elevator building and machinery, \$8,000 at 6%	\$ 480
Interest on average investment in grain on hand and in transit, \$10,000 at 6%	600
Depreciation and repairs on building and machinery, \$8,000 at 4%	320
Power, light and heat	300
Salary of owner or manager	1,800
Wages for extra help	900
Normal taxes	150
Fire insurance	200
Workmen's indemnity and public liability	30
Tornado insurance	25
Incidentals: Telegraph, telephone, postage, office fuel and cooping cars	325
Marketing Expense.	
(Freight charges not included.)	
Loss of grain in transit	200
Loss by deterioration in quality and misgrading	200
Inspection and weighing	100
Terminal market commission charges	1,000
Incidentals: War tax on freight, demurrage, switching, etc.	200
Total expense	\$6,835

Mr. Wells writes: On the basis of the above annual expense statement the expense per bus. for handling 100,000 bus. of grain is 6.835c per bushel; 125,000 bus., 5.46c per bus.; 150,000 bus., 4.55c per bus.; 175,000 bus., 3.9c per bus.; 200,000 bus., 3.41c per bus.

The expense per bushel, however, would be decreased proportionately where the volume exceeds 100,000 bus. per annum except in the items of interest, power, extra help, loss in transit, loss of grades, inspection, weighing, commission

charges and incidentals, so that undoubtedly the minimum expense per bushel on an annual volume of 200,000 bus. would not be less than 4c per bu.

Sioux City to Develop Grain Traffic.

Altho possessing the natural advantages of other western cities Sioux City, Ia., has been unable to get its share of the grain trade by reason of an adjustment of freight rates whereby the roads controlling the grain sought to retain the long haul for themselves. For many years the Sioux City Commercial Club fought against this condition, but could make no progress until the new federal railroad control with its guarantee of returns to the carriers removed the objection of the railroad officials that the desired freedom of routing would cut down their revenues.

J. P. Haynes, traffic manager of the Commercial Club, was prompt to see the opportunity to obtain the proportional grain rates, and directed his efforts on the Federal Railroad Administration instead of the Interstate Commerce Commission, with the gratifying result that new rates were made effective Aug. 15, 1918, creating a new terminal grain market and placing Sioux City on an equality with Kansas City and Omaha.

Sioux City grain merchants now are in a position to distribute western grain east of Chicago over a broad expanse of territory extending from Montreal south to Philadelphia and Baltimore. Sioux City also reaches nearly 1,000 stations in Wisconsin and Illinois taking the Milwaukee, Chicago and Peoria rates. The readjustment applies to export as well as domestic grain, and is based on a new Chicago rate of 15 cents, against the old rate of 22½ cents, and carries with it all the transit privileges.

Already the Sioux City grain men are planning to erect adequate elevators for the storage and transfer of grain from the producing territory of North and South Dakota, Montana, Wyoming, Oregon, Idaho, Colorado, Nebraska and Iowa.

The Sioux City Board of Trade has officers who are fully alive to their opportunity. H. J. Hutton is president, C. C. Flanley, vice pres.; M. King, treas.; and J. C. Mullaney, sec'y. The chief inspector and weighmaster is Paul N. Larson.

Food Control Ends When War Ends.

No act of Congress is necessary to end the restrictions now placed on the grain and coal trades, as the Food Control Act is self-limited by Sec. 24, so that trade will become free and unrestricted by this law, immediately after the President declares the war terminated. Sec. 24 follows:

Sec. 24. That the provisions of this act shall cease to be in effect when the existing state of war between the United States and Germany shall have terminated, and the fact and date of such termination shall be ascertained and proclaimed by the President; but the termination of this act shall not affect any act done, or any right or obligation accruing or accrued, or any suit or proceeding had or commenced in any civil case before the said termination pursuant to this act; but all rights and liabilities under this act arising before its termination shall continue and may be enforced in the same manner as if the act had not terminated. Any offense committed and all penalties, forfeitures, or liabilities incurred prior to such termination may be prosecuted or punished in the same manner and with the same effect as if this act had not been terminated.

Grain Trade News

CALIFORNIA

Murrietta, Cal.—We have completed the building for our 30,000-bu. elvtr. It is of reinforced concrete, fireproof, thruout, and is fitted with fireproof doors and windows. Machinery is now being installed. This includes a No. 4 Invincible Cleaner with capacity of 1,000 bus. per hour. The elvtr. is built on private ground and we expect to build a switch to it later, but the plant will be used but little until the 1919 crops come in.—Murrietta Valley Elvtr. Co., J. V. Thompson, pres.

CANADA

Saskatoon, Sask.—The Quaker Oats Co. is building an elvtr.

Quebec, Que.—The Quebec Elvtr. & Mlg. Co., Ltd., has been incorporated.

Bruno, Sask.—The Bruno Farmers Elvtr. Co. contemplates erecting an elvtr.—B.

Barrie, Ont.—S. J. Fisher will build 2 grain storage tanks at a cost of \$8,000.

Bashaw, Alta.—An elvtr. with capacity of 30,000 bus. is being built by Alexander & Tugman.

Clandeboyne, Ont.—The Clandeboyne Elvtr. Co. has succeeded Wm. Hodgins in the grain business.

Edmonton, Alta.—The Islay Elvtr. Co., Ltd., has been incorporated with capital stock of \$20,000.

Edmonton, Alta.—The Irma Elvtr. Co., Ltd., has been incorporated with capital stock of \$20,000.

Edmonton, Alta.—The Greenshields Elvtr. Co., Ltd., has been incorporated with capital stock of \$20,000.

Eriksdale, Man.—The Eriksdale Farmers Elvtr. Co., Ltd., has been incorporated with capital stock of \$15,000.

Buchanan, Sask.—The Alberta Pacific Grain Co. has bot the grain business of John Novokshonoff and N. P. Vanjobb.

Toronto, Ont.—The Campbell Flour Mills Co. has taken out a permit for the erection of a reinforced concrete elvtr. to cost \$130,000.—B.

New Westminster, B. C.—The Grain Growers B. C. Agency, Ltd., contemplates changing its corporate name to the United Grain Growers B. C. Agency, Ltd.

Port Arthur, Ont.—Grain inspectors, acting in conjunction with the federation of civil servants, have asked for a war bonus of \$250, or the proportion of that amount not yet received in increased salaries.

Fort William, Ont.—To guard docks in case of strike trouble, 40 military police were brought here from Winnipeg Oct. 25. It was feared that coal dock workers would strike in sympathy with the striking elvtr. employees, and that trouble might result.

Fort William, Ont.—It was announced Oct. 29 that the strike of elvtr. handlers had been called off and that the men had gone back to work. A board of conciliation, under the Industrial Disputes Investigation Act, will be appointed to investigate the strike.

Montreal, Que.—James Carruthers, pres. of James Carruthers & Co., Ltd., grain merchants, has been appointed Canadian director of the Liverpool & London & Globe Ins. Co. Mr. Carruthers, who already is an officer and director in a large number of prominent business firms, was early educated in the grain business. Formerly he was a partner in the firm of Crane & Baird for 10 years; later he formed the firm of Norris & Carruthers, and still later the grain company which he heads at present.—B.

Port Arthur, Ont.—Davidson & Smith informed the Winnipeg Grain Exchange on Oct. 25 that, in view of the strike of elvtr. employees and the limitation on trading in October oats, and to alleviate any adverse condition affecting the trading in grain, they would take all oats on track at Fort William and Port Arthur into their elvtr. and apply the grain on October options held by them. B. J. Ostrander & Co. also announced they had been requested by a customer to accept delivery on his outstanding October oats contracts oats in store in Davidson's & Smith's elvtr.

Adanac, Sask.—John A. Beck and J. Kennedy, former grain buyers of this place, were found guilty of forgery recently and sentenced to 6 months' imprisonment with hard labor, it is reported. F. S. Smith, another grain buyer, was found not guilty, as also was a bank clerk who was on trial. C. S. Jones, still another grain buyer, pleaded guilty to the charge last spring and served a term in jail. It is alleged that the system employed by the men was to short weigh farmers' grain until a surplus had been built up, then to issue a grain ticket to cover the surplus and get it cashed at the bank. The alleged fraudulent tickets produced at the trial are said to have amounted to several thousands of dollars.

WINNIPEG LETTER.

J. B. Gibson has bot the grain business of the Province Grain Co., Ltd.

The Wood River Grain Co. has taken over the grain business of Joseph Waner.

Application has been made by the Peter Jansen Co., Ltd., for permission to change its name to the Liberty Grain Co., Ltd.

C. B. Pierce, of the Bartlett-Frazier Co., has transferred his membership in the Board of Trade to Frank S. Cowgill, vice-pres. of the company.

Members of the Grain Exchange, while in the pit Oct. 29, wore masks to prevent spreading of influenza. A supply was sold to members at cost. Many found the masks a handicap to their vocal organs after a short time and some were to be seen hanging by one string to an ear, while others wore them as a cowboy wears a bandana.

Dr. R. A. Magill, sec'y of the Grain Exchange, and chairman of the Board of Grain Supervisors for Canada, has tendered his resignation from the latter position to Sir George Foster, Minister of Trade and Commerce. Sir George has stated that the government has no disposition to accept Dr. Magill's resignation, and that he hoped it will be withdrawn.

Captain Robert Ober, of the 314th Light Field Artillery, U. S. Army, has been killed in action in France. "Bob," as he was familiarly known, was with the Smith Murphy Grain Co., members of the Grain Exchange, before entering the service. His home was in Baltimore, Md., and he entered service as a private as soon as the United States entered the war, and had earned his commission since then.

The following resolution was adopted by the council of the Grain Exchange Oct. 28: That in connection with trade in oats, barley and flax on the Winnipeg Grain Exchange for future delivery in any specified month, be it resolved that, after the close of the month immediately preceding the delivery month, no new contracts to buy or sell oats, barley or flax for future delivery to be delivered during such delivery months shall be made upon the floor of the Winnipeg Grain Exchange, unless such contracts are made in fulfillment or liquidation of existing contracts.

COLORADO

Eads, Colo.—There is no elvtr. here at present, but one is being built by Neiman & Patton.—X.

Johnstown, Colo.—The small alfalfa mill and elvtr. recently referred to as being built by W. A. Purvis is on his farm, and for his own use. No elvtrs. are located here.—X.

Roggen, Colo.—We have installed a new Clipper Bean Cleaner. I have removed from Woodward, Okla. to become mgr. for this company.—J. L. Leist, mgr. Roggen Equity Exchange.

Merino, Colo.—The recent report that the Denver Elvtr. Co. is building an implement house near its elvtr. is incorrect. That company has no elvtr. here, the only elvtr. being operated by the S. B. Ashcraft Grain Co.—X.

Glenwood Springs, Colo.—We have built a 10,000 bu. elvtr., have installed some new machinery, and have otherwise improved our plant so that we can handle more bulk grain.—Farmers Mlg. & Power Co., G. W. Farmer, mgr.

DISTRICT OF COLUMBIA

Georgetown, D. C.—The additional reinforced concrete storage bins of the Wilkins-Rogers Mlg. Co. have been completed. Work was done by Deverell-Spencer & Co. The same company now is erecting a 5-story reinforced concrete warehouse, only 2 stories of which will be completed at the present time owing to the request from the government that no more building be done than is absolutely necessary at the present time. A temporary roof will be erected over the 2 stories so that additional stories can be added after the end of the war.

IDAHO

Joel, Ida.—The White-Dulaney Grain Co., of Seattle, Wash., has bot the grain warehouse at this place.

Meridian, Ida.—The 60,000-bu. elvtr. of the Caldwell Mlg. Co. has been completed and placed in operation.

Grace, Ida.—We had fully decided to raise the capacity of our mill, as recently reported, but owing to recent developments and war conditions we have deferred the matter indefinitely.—Grace Mill & Elvtr. Co.

ILLINOIS

Mazon, Ill.—A. F. Gilchrist has traded his elvtr. for land in Kansas.

Alvin, Ill.—We have succeeded the Farmers Elvtr. Co.—Watson & Hannah, Kent Hannah.

Macomb, Ill.—The Farmers Elvtr. Co. has bot and will install a new engine and new scales.

Haynes sta. (Illipolis p. o.), Ill.—The American Grain Co. is building a brick cob burner at its elvtr.

New Berlin, Ill.—Harry Munson, mgr. for the Central Illinois Grain Co., is ill with heart trouble.

Odell, Ill.—We have placed an asphalt shingle roof on our elvtr. and office.—The Odell Grain & Coal Co.

Oreana, Ill.—The Oreana Grain Co. has installed a drier at its elvtr., and is re-roofing the elvtr. building.

Jacksonville, Ill.—The 16,000-bu. frame elvtr. of F. J. Blackburn has been completed and placed in operation.

St. Charles, Ill.—It has been reported that Mark Joshel will build an elvtr., but work has not been started.—X.

Naperville, Ill.—The Boecker Coal & Grain Co. has succeeded Theo. Boecker in the grain and coal business.—X.

Pierson, Ill.—I have resigned as mgr. for the Pierson Grain & Supply Co., and will remove soon to Tipton, Ind.—H. C. Clark.

East Lynn, Ill.—I have bought an interest in the grain business of Singleton & Merritt and am now mgr.—H. E. Morgan.

Buckley, Ill.—George Madden, formerly of Thawville, Ill., succeeds me as mgr. of the Buckley Farmers Grain Co.—H. E. Morgan.

Roanoke, Ill.—I have sold my elvtr. here to the Roanoke Farmers' Ass'n which contemplates the erection of a new elvtr.—D. Greuter.

Donovan, Ill.—I am now mgr. for the Donovan Grain Co., having removed from Darrow sta. (Sheldon p. o.).—Geo. W. Brainard.

Niantic, Ill.—Burglars who broke into the office building of the Niantic Farmers Elvtr. Co. recently stole about \$100 worth of automobile supplies.

Owaneco, Ill.—The Honefenger Grain Co. is planning to erect an elvtr. with capacity of 40,000, to be 38x38 feet, and to be built near its present plant.

Clements sta. (Murrayville p. o.), Ill.—The Clements Farmers Elvtr. Co. has built a cob burner.—H. J. Hagan, mgr. Woodson Farmers Elvtr. Co., Woodson.

Utica, Ill.—The Utica Elvtr. Co. will increase its capital stock from \$12,000 to \$24,000, changing the denomination of certificates of stock from \$50 to \$100.

Nokomis, Ill.—A. C. Durdy, formerly in the grain business at Ohlman, will become mgr. for the Nokomis Farmers Elvtr. Co., which is building a 40,000-bu. elvtr.

Seaton, Ill.—The Farmers Elvtr. Co., a new concern, has been organized to engage in the grain business. S. M. Davis is pres., and J. C. Seaton sec'y-treas.

Agnew Sta. (Galt p. o.), Ill.—E. J. Schneider, mgr. for the Agnew Farmers Elvtr. Co. died recently of influenza. I am taking his place as mgr.—E. J. Drake.

Winchester, Ill.—While helping in the unloading of grain doors recently, John Davis, agt. for Schultz, Baujan & Co., was struck on the head by a door and slightly injured.

LeRoy, Ill.—I have removed from Weldon, and have leased the elvtrs. of Harrison, Ward & Co., and will operate them under the name of W. A. Webb & Co.—W. A. Webb.

Decatur, Ill.—Permission has been granted the American Hominy Co. by the State Council of Defense to complete the erection of its 6-story addition now under construction.

Allenville, Ill.—J. B. Tabor, operating under the trade name of J. B. Tabor Grain Co. is improving his plant at Allenville by the erection of a concrete cob burner.—J. W. Bundy, mgr.

Hagener sta. (Beardstown p. o.), Ill.—Harry W. Dufelmeier, who was agt. for the Arenzville-Hagener Farmers Grain Co., is now with the army in France.—Miss Lydia Dufelmeier.

Sycamore, Ill.—James A. Malone, my former mgr., and who worked for me for 7 years, enlisted in the service in June and died at Camp Grant of influenza on Oct. 11.—W. F. Murphy.

Darrow sta. (Sheldon p. o.), Ill.—I am now in charge of the business of the Farmers Grain Co., having succeeded Geo. W. Brainard when he removed to Donovan.—Lawrence Pittman, mgr.

Kempton, Ill.—On account of constantly increasing business, it has been found necessary to engage an ass't mgr. for this company. L. M. Nickerson, of Emington, has been employed in that capacity.—A. J. Hartquest, mgr. Kempton Farmers Elvtr. Co.

Peoria, Ill.—August F. Marquardt, confidential clerk and cashier of the local office of the E. B. Conover Grain Co., is said to have disappeared recently. Irregularities in his books are said to have been discovered by officials of the company, who consulted Marquardt and offered him an opportunity to straighten up the affair; but later he failed to show up at the office and has not been heard from since. The exact amount of the shortage has not been determined, but it is alleged that it was due to speculation and the borrowing of the firm's funds to supply losses.

Melvin, Ill.—The electric motor which furnishes power for the operation of the elvtr. of the Farmers Elvtr. Co. burned out recently and it was found necessary to send it to the factory for repairs.

Roanoke, Ill.—As reported recently, we contemplate erecting an elvtr. but we have been refused a permit for the present. We intend to build as soon as conditions get back to normal.—Roanoke Farmers Ass'n, Bert Sharpe.

Hammond, Ill.—Ray B. Ponder has been elected pres., and J. H. Mitchell, sec'y-treas. of the Hammond Co-operative Grain Co. which was recently incorporated to engage in the grain business, and which has bot the elvtr. of T. J. Kizer & Son.

Litchfield, Ill.—Suit has been filed against Wand, Todt & Co. by the C. T. Moore Grain Co., of Buffalo, N. Y., to recover claimed damages of \$500, alleging that 2,500 bus. of corn bot at \$1.16½ was found upon arrival not to be of as good quality as had been represented.

Metcalf, Ill.—G. B. Warren, mgr. for this company, narrowly escaped being killed recently when he fell about 40 feet from the top of the new elvtr. which is being constructed. He was stepping onto the hoisting lift when it started down, causing him to fall. He is getting along very well, and will recover.—Metcalf Farmers Elvtr. Co.

Gardner, Ill.—Fire was started in the cupola of the elvtr. of the Gardner Grain Co. recently, but it was extinguished by the use of a fire extinguisher. We use a 3-phase motor, which is connected up with 3 wires, and one wire broke, thus causing a short circuit. The result was that the motor fire started from sparks caused by sparks the short circuit.—R. Thornton, mgr.

CHICAGO NOTES.

William B. Wilson, of Simons, Day & Co., died Oct. 30.

Alfred L. McDougal, a former member of the Board of Trade, died Oct. 30.

W. H. Noyes, who has been with W. H. Colvin & Co., is now associated with Lamson Bros. & Co.

John J. Tracey, a member of the Board of Trade and connected with the Armour Grain Co., died recently.

Wm. J. Kelley, a member of the Board of Trade and associated with Ware & Leland, died recently of pneumonia.

Lieut. Joy C. Bournique, a member of the Board of Trade, died recently from injuries received in battle in France.

The rate of interest on advances on Bs/L has been fixed for November at 7% by the finance com'te of the Board of Trade.

William H. Moering, who has been with the Armour Grain Co. at Milwaukee for several years, is now located in this market with the Hales & Edwards Co.

James A. Patten, first vice-pres. and acting president of the Board of Trade, presented a silk flag to the girls who are working as telegraph messengers on the Board of Trade.

John F. McKenzie, a member of the Board of Trade and mgr. of the grain dep't for Shearson-Hammill & Co., was married recently to Mrs. Eleanor Fyfe, widow of William Fyfe.

Owing to the great discrepancy existing between the daily and weekly reports of export clearances of grain via seaboard, the directors of the Board of Trade have ordered that posting of the figures be discontinued during the period of the war.

The Illinois State Grain Inspection Dep't is trying out the track method of inspecting grain, with certain improvements over the method formerly employed in doing the same work. The test is being made in the Burlington yard. Moisture testers are placed in the yard, with a deputy inspector in charge, and grain will be inspected, tested and split in the yard, so that the sample can be delivered direct to the trading room of the Board of Trade as soon as it comes in.

Edward Paul Bealin, a member of the Board of Trade, and a former corn trader, has been killed in action in France. This is the first member of the Board of Trade to lose his life in that way.

Notices were sent to members of the Board of Trade by Sec'y John R. Mauff Nov. 2 requiring that all trades, with names of traders, be reported. This is being done in order that all operations may be checked so there can be no evasion of the rule limiting individual trading to 200,000 bus.

By a vote of 307 to 22 the proposed change in the rule relating to contract grades of corn was adopted by the Board of Trade Oct. 31. The effect of the change is to return, on Jan. 1, 1919, to the old grades for contract corn. A digest of the new rule was printed on page 657 of the Journal for Oct. 25, 1918.

Sam Finney & Co. have established an office in this market for the handling of business in cash grain and futures. The firm also has an office in Indianapolis. John F. Wright, who has been with the Carhart, Code & Harwood Co., will be local mgr. Both Mr. Finney and Mr. Wright are members of the Board of Trade.

C. B. Pierce, vice-pres. of the Bartlett-Frazier Co., will retire from active business Jan. 1. Jesse H. Ridge, who was with the company for 32 years, but who is now with the Turner-Hudnut Co., of Peoria, will again become connected with the Bartlett-Frazier Co. at the beginning of the new year. Mr. Pierce is retiring on account of poor health.

Monthly tickets to the visitors room of the Board of Trade are \$5. Tickets to the trading room good for 10 consecutive days are \$10; for one calendar month, \$20; ten-day tickets, good for 90 days, \$10; thirty-day tickets, good any time within 90 days, \$20; 6-day visitors ticket to nonresident of Cook county, free; one-day nonresident ticket, entitled to 6 tickets every thirty days, free.

At a special meeting of the directors of the Board of Trade held Nov. 7 a resolution was adopted limiting daily price fluctuations in lard and ribs to 50c per 100 lbs. and in pork to \$1 per 100 lbs. from the last previous close. This restriction has been in effect on November and December deliveries since trading in these months opened, and it will now apply to January deliveries, and to succeeding futures as trading begins.

Elmer C. Kimball, Mathew Reitz, Eugene M. Hoyne, Lyman G. Bournique and A. H. Stumpf have applied for membership in the Board of Trade. John M. Flynn, Geo. E. Walsh, Geo. B. Conover, Chas. A. Johnson and Jas. V. O'Brien have been admitted to membership, and the memberships of Jas. K. Hooper, Peter Rothermel, Edw. D. Winslow, Wyatt C. Estes, Dudley M. Irwin, and the estates of Darius C. Jackson and Alphonse Le Duc have been posted for transfer. On Oct. 25 a Board of Trade membership sold at \$6,050 net to buyer.

Arrangements have been made for placing on the tracks of the Pennsylvania R. R. at 31st-33rd St. and 47th St. for inspection and disposition all carload shipments of hay arriving via the A. T. & S. F., B. & O., C. & O., C. & A., C. I. & L., C. R. I. & P., C. C. C. & St. L. Erie, Grand Trunk, Ill. Cent., Mich. Cent., N. Y. Cent., N. Y. C. & St. L., Pennsylvania, P. C. C. & St. L., and Pere Marquette. Twelve firms, who are large receivers of hay, have agreed to the arrangement under which the bulletining of cars at the offices of the yards named will be considered notice of arrival. Bulletins are posted by 7 a. m. at the 47th St. Yard and by 8:30 at the 31st-33rd St. Yard. Mail notice of arrival also will be given but on shipments consigned to any of the 12 firms the bulletining will be considered notice of arrival, and on this demurrage will be based. On shipments consigned to other firms, unless advice is given that the bulletining plan is preferred, notice of arrival will be sent or given and the free time will run from the first 7 a. m. thereafter.

Memorial services for the late A. Stamford White, pres. of the Board of Trade, were held at 4:30 p.m. Sunday, Nov. 10, at St. Paul's Episcopal church, where Mr. White was junior warden for 15 years. All organizations in which he was a member were interested, and all members of the Board of Trade were invited.

INDIANA

Geneva, Ind.—Samuel Egly is pres. and mgr. of this company, and Adam Egly is sec'y and treas.—Geneva Mfg. & Grain Co.

Goodland, Ind.—The recent report that this company has been dissolved is not correct.—Wm. G. Beal, sec'y Goodland Grain Co.

Grabill, Ind.—The Witmer Grain Co. is improving its elvtr. and mill by putting on new metal siding and repainting the buildings.

Geneva, Ind.—The elvtr. at Linn Grove bot of the Studebaker Grain & Seed Co. is being taken down by the Geneva Equity Exchange.

Ft. Wayne, Ind.—I have opened an office here from which to conduct the business of my elvtrs. at New Haven and Maples. Frank W. Minsel is sup't for both plants.—L. F. Minsel.

Hammond, Ind.—Having sold our plant to the Nowak Mfg. Co., of Buffalo, N. Y., we are retiring from business.—The Hammond Distilling Co.

Lawrenceburg, Ind.—The new corn mill equipment which was recently installed by the Lawrenceburg Roller Mills Co. in connection with its elvtr. is now in operation and doing fine work.

Portland, Ind.—We have opened an office here, from which we will conduct our elvtrs., at the same same time doing a track buying business.—Stafford Grain Co.

Thornhope (Oak p. o.), Ind.—The elvtr. operated by the Farmers' Grain & Supply Co. burst on the morning of Oct. 24. The result was serious damage to 10,000 bushels of oats which ran out on the ground in the rain.

Poseyville, Ind.—The safe in the office of the Poseyville Mfg. Co., operators of a mill and elvtr., was robbed recently and about \$45 was taken. The thief worked the combination of the safe, the door of which was found open the next morning.

La Porte, Ind.—The mill and elvtr. formerly owned by the La Porte Mfg. Co., and recently bot by the Standard Mfg. Co., will be placed in operation by the new owner soon. Alterations and improvements are being made in the plant.

Linn Grove, Ind.—The elvtr. of the Studebaker Grain & Seed Co., recently purchased by the Geneva Equity Exchange, of Geneva, is being taken down preparatory to moving the material to Geneva to be used in building an elevator there.

Jonesville, Ind.—The application of H. Griffith, a banker of Columbus, for permission to erect an elvtr. has been approved by the county and state councils of defense and has been referred to the War Industries Board for final approval. It is thought to be certain that the permit will be granted, and that construction work will start soon.

Winchester, Ind.—Fred Hiatt, general construction man for the Goodrich Bros. Hay & Grain Co., was injured seriously when he fell from the top of a 65-ft. concrete bin at the Company's concrete elvtr. Oct. 29. He was working from a platform at the top of the bin, and it seems from information that can be obtained that he was hoisting some material with a block and tackle, and that the tackle shifted and threw him off his balance, causing him to fall to the bottom of the bin. There was a pile of rope in the bottom of the bin, and this helped to break his fall, and in all probability saved his life. His left leg was broken about 6 inches above the ankle and the right side of his forehead badly bruised, with the probability of internal injuries. He showed great courage while being taken from the bin, giving directions as to the best method for removing him.

Indianapolis, Ind.—I have engaged in the commission business under my own name in the Board of Trade. I first became connected with the grain business in the capacity of office boy 15 years ago, remaining with the firm by which I was first employed for several years. After leaving that firm I had charge of 3 Illinois country elevators, was traveling representative for a Chicago firm, and later for Frank A. Witt, of Indianapolis, and for the past 2 years have been in partnership with Fred A. Vawter under the name of the Beit Elvtr. & Feed Co. here. This partnership was dissolved recently by mutual consent, and I thereupon opened my present business.—Lew Hill.

IOWA

Paullina, Ia.—An elvtr. at this place burned recently.

Angus, Ia.—The elvtr. of Clark Brown Grain Co., burned recently.

Laurel, Ia.—The new elvtr. of Sheek & McCleary has been completed.

Lewis, Ia.—Fred Shindley is installing a 10-h.p. electric motor in his elvtr.

Ruthven, Ia.—The elvtr. of O. O. Helgen has been bot by the Wilson Grain Co.

Galva, Ia.—Wm. Reese has resigned his position as mgr. of the elvtr. of J. B. Adams.

Grant Center, Ia.—McCoy & Co. have leased an elvtr. at Grant Center.—Sioux Grain Co., Ticonic, Ia.

Van Cleve, Ia.—Dan Glidewell is now in the army. He was succeeded in the grain business by Pothash Bros.

Massena, Ia.—W. D. Bell is mgr. for the Massena Grain Co., which has placed its recently completed elvtr. in operation.

Hornick, Ia.—We have recently installed a 10-ton Fairbanks Truck Scale at our elvtr.—Armour Grain Co., Chas. Schroeder, agt.

Cedar Rapids, Ia.—The Jackson Grain Co. has purchased a 1½-ton auto truck for use in hauling grain and grain products.

Bennett, Ia.—The elvtr. of the Duvall Grain Co. was damaged by fire Nov. 1, the blaze being caused by an overheated engine.

Hamburg, Ia.—The Farmers Elvtr. Co. has bot the elvtr. of F. McBride, the consideration being \$16,000. Possession will be given Nov. 15.

Mason City, Ia.—A branch office has been opened here by the Taylor & Bourne Co., with A. C. Ehlers, formerly of Hartley, in charge.

Cumberland, Ia.—G. A. Shike, formerly agt. for Turner Bros., has removed to Anita to become mgr. for the Independent Farmers Co-operative Elvtr. Co.

Stratford, Ia.—E. B. Krominga, formerly of Little Rock, has become mgr. for the Stratford Grain & Supply Co., succeeding O. W. Kline, who resigned recently.

Goodell, Ia.—The elvtr. recently reported to have been taken over by Geo. Wolf is that owned by Edw. H. Farley and formerly operated by Otis Day.—Thos. Cashman.

Malcolm, Ia.—We have succeeded John Mangold & Co. Our elvtr. is located on the C. R. I. & P. and has capacity of 25,000 bus.—Kuehl Grain & Lbr. Co., E. Kuehl.

Anita, Ia.—I have removed from Cumberland, where I was mgr. for Turner Bros., and am now mgr. for the Independent Farmers Co-operative Elvtr. Co.—Geo. A. Shike.

Algona, Ia.—We have installed in our new wholesale, jobbing and retail building a 10,000-lb. lift for elevating trucks to the upper floors.—Bowles Billings Kessler Grain Co.

Dike, Ia.—The Farmers' Co-operative Co. has bot the elvtr. of Billman & Lines, and Geo. Billman has been retained as general mgr. Possession will be given Nov. 15. Jens J. Thiesen, of Cedar Falls, is pres. of the company, and I am sec'y.—F. H. Crouse.

Quimby, Ia.—This company, for which J. F. Weaver is mgr., is building a 25,000-bu. hollow tile elvtr. on the Ill. Cent. It will be completed about Dec. 15.—Farmers Elvtr. Co.

Little Rock, Ia.—E. B. Krominga has resigned his position as mgr. for the Farmers Elvtr. to remove to Stratford, where he will be mgr. for the Stratford Grain & Supply Co.

Shellsburg, Ia.—The recent report that Jas. Rife is mgr. of the grain dep't for this company is incorrect.—Shellsburg Grain & Lbr. Co., M. E. Montgomery, mgr. grain dep't.

Elma, Ia.—We sold out business at this place to the Howard County Farmers Co-operative Equity Ass'n, and have removed to Malcolm.—Kuehl Grain & Lbr. Co., E. Kuehl, Malcolm.

Onawa, Ia.—Verne Rounds has become ass't mgr. for the Farmers Elvtr. Co., succeeding Paul Bower, who resigned to remove to River Sioux to become mgr. for the Farmers Elvtr. Co.

Atlantic, Ia.—Ellis Gilkerson has taken charge of the office work of the Rothschild Grain Co., succeeding D. Paulsen, who has resigned after having charge of the work for 6 years.—A. Rothschild.

Cambridge, Ia.—H. D. Johnson, formerly agt. for the Central Iowa Grain Co., is now in the military service in France. He is supply sergeant for his company. He was succeeded here by E. G. Johnson.—Mrs. H. D. Johnson.

Anita, Ia.—Our elvtr. burned Oct. 19. Will rebuild next spring, and during the winter we will continue to handle coal. The Farmers Co-operative Elvtr. Co. has bot the elvtr. of J. A. Irving.—M. Milhollin, agt., Kunz Grain Co.

Belmond, Ia.—The Farmers' Co-operative Elvtr. Co. plans to erect a new elvtr. at a cost of \$15,000 to replace its present house. The necessary permission has not been obtained from the War Industries Board, but it is expected to be had without trouble. The contract for plans and specifications will be let in the near future. The company also expects to make improvements in its plant at Palsville.

Earlham, Ia.—S. C. Moreland and W. J. Eisele have formed the firm of Moreland & Eisele to conduct a grain and live stock business. They are installing scales and otherwise equipping the office of the Moreland Lbr. Co. as their office. On Dec. 1 the Moreland Mill, now being operated by C. A. Carey, will come under the management of Mr. Thornton, a former operator of an elvtr. at De Soto.

Cedar Rapids, Ia.—Walter F. Gifford, son of L. W. Gifford of the Gifford-Mathews Co., died of influenza Oct. 24, at the age of 25 years. He had been actively engaged in the grain business about 7 years, six years of which was spent with the Cedar Rapids Grain Co. previous to the organization of the Gifford-Mathews Co., and before that he was with the King-Wilder Grain Co. a few months.



Bill your next Car of Grain
to

HENSEY & OWEN
GRAIN COMMISSION
MILWAUKEE

Primghar, Ia.—We are installing an electric motor to furnish power for our elvtr. Altho price cards are still coming here addressed to J. A. Rudloff & Son, D. C. Peck and the Primghar Lbr. Co., these firms are not engaged in the grain business now. The first named has been out of business two years; we bot out the elvtr. of D. C. Peck a year ago; and the Primghar Lbr. Co. never handled grain.—Dozler & Morris.

SIoux CITY LETTER.

The Merriam Commission Co., of Omaha, Neb., has opened a branch office here, with W. F. Shepard in charge as mgr. Mr. Shepard has been on the road for the company for a number of years.

The Mariner Terminal Elvtr. Co. has been incorporated with capital stock of \$1,000,000. Incorporators are F. C. and G. D. Mariner and P. A. Reardon. It is proposed to commence immediately the erection of a 250,000-bushel elvtr. here.

J. S. Eales, formerly with the Armour Grain Co., has bot an interest in the Slaughter-Burke Grain Co. and will be located here. Mr. Eales has been actively engaged in the grain business for 12 years, having served as ass't mgr. for the Armour Grain Co., at Winnipeg, and later he was in the commission dep't of that company at Chicago.

We had let contract for a small elvtr., but this has been held up temporarily as we are re-canvassing the situation with the intention of building a much larger house, and the actual construction work probably will not go forward until spring. From present indications it will be about 2 weeks before it is definitely decided just what size house we will build.—Mariner Terminal Elvtr. Co., F. C. Mariner, pres.

Grain dealers, business men and capitalists are planning to form a \$1,000,000 corporation to build elvtrs. and otherwise promote the interests of this market. An acreage tract has been obtained and will be offered grain dealers for elvtr. sites and trackage at cost. H. J. Hutton, pres. of the Board of Trade and of the Mystic Mlg. Co.; W. J. Hayward, pres. of the Commercial Club; James F. Toy, pres. of the Real Estate Ass'n, and others, are interested in the project.

KANSAS

Valley Falls, Kan.—The office of Herman Hauk, who operates an elvtr. and mill, burned Oct. 31.

Lebo, Kan.—The engine house at my elvtr. was destroyed by fire recently.—John M. Black.

Kipp, Kan.—The Farmers Elvtr. Co. is installing a 15-h. p. Fairbanks, Morse & Co. Type "Z" Engine.

Pittsburg, Kan.—The Modern Grain & Flour Co. has increased its capital stock from \$25,000 to \$50,000.

Cherokee, Kan.—The Kelso Grain Co. is remodeling its elvtr., installing new machinery. The White Star Co. is doing the work.

Arma, Kan.—The elvtr. of the Kelso Grain Co. is being remodeled and new machinery installed. The White Star Co. has the contract.

Morrowville, Kan.—H. A. Pepple is representing McKee, Lindley & Dunn, of St. Joseph, Mo., in Kansas and Nebraska, with headquarters here.

Bluff City, Kan.—I sold my elvtr. to the Red Star Mlg. Co., of Wichita, and leased the elvtr. of W. M. Barber at Shook last June.—Chas. Burlie, Anthony.

Bluff City, Kan.—The elvtr. of the Bluff City Mlg. Co. was damaged by wind recently and it is now being repaired, the White Star Co. doing the work.

Cleveland, Kan.—The H. F. Braly Grain Co. and the Farmers Grain & Merc. Co. have been consolidated, and I am mgr. for the company, which is doing business under the latter name. The Kansas Flour Mills Co. is installing a wagon scale, their old scale having been broken by an auto truck.—J. T. Braly.

Saxman, Kan.—The plant of the Leonard Grain & Elvtr. Co. is being connected with the power plant at Hutchinson, which will furnish electric current for its operation.

Jefferson, Kan.—Bates & Son, who now operate a portable elvtr., have made application for a site on the railroad and intend to erect an elvtr. in the near future.—X.

Darlow, Kan.—The Rock Mill & Elvtr. Co., for which I am local mgr., and which has headquarters at Hutchinson, has succeeded the Darlow Grain & Live Stock Co.—J. M. Tuggle.

Wichita, Kan.—Arthur A. Scott, a well known grain merchant connected with the Wichita Flour Mills Co. died Nov. 5, death resulting from pneumonia which followed an attack of influenza.

Beaver (no. p. o.), Kan.—The Farmers Union, of Redwing, has let contract to the White Star Co. for the erection of a fireproof elvtr. at this station, which is located on the Holyrood branch of the Santa Fe.

Arkansas City, Kan.—Andrew J. Hunt, pres. and organizer of the New Era Mlg. Co., died Oct. 27. He served from Aug. 1917 to July, 1918 as Kansas City agt. for the milling division of the Food Administration.

Hutchinson, Kan.—Eugene Hipple, a resident of this city, and a member of the Hipple Grain Co., of Kansas City, died recently at Fort Riley of pneumonia. Mr. Hipple was 30 years of age, and had lived here since early boyhood.

Galatia, Kan.—Contract has been let to the White Star Co. by the Farmers Elvtr. Co. for the erection of a complete, up-to-date fireproof elvtr. Material is now being shipped in and work will soon begin. The elvtr. of the Wolf Mlg. Co., of Ellinwood, which is being built here by the White Star Co., is nearing completion.

KENTUCKY

Cynthiana, Ky.—Riggs & Garnett, who formerly operated the 12,000-bu. elvtr. at this station, have gone out of business.—P.

LOUISIANA

NEW ORLEANS LETTER.

The office force of the Inspection and Weighing Dep'ts of the Board of Trade suffered heavily from the influenza, in that all of the members were confined to their beds, but, happily, all recovered and are now at their desks.

At the Public Grain Elvtr. at New Orleans on Nov. 1 there was in progress at one time the unloading of grain from cars into the elvtr.; unloading grain into the elvtr. from Mississippi River barges; unloading a sailing vessel which contained wheat from Australia; and loading grain into steamers for export to Europe.

MARYLAND

BALTIMORE LETTER.

Charles G. Dudley, of the firm of Dudley & Carpenter, died recently of pneumonia.

Notice was given recently by the local office of the Food Administration Grain Corporation that it will not accept elvtr. certificates carrying insurance.

Jas. W. Kelley, Wm. DeFord Hauer and Alfred Ettlinger have been admitted to the Chamber of Commerce, and the memberships of John L. Hayes, James W. Barker and John B. Daish have been transferred.

George A. Hax, of G. A. Hax & Co., while traveling in the west and southwest after attending the Milwaukee convention of the Grain Dealers National Ass'n, was taken seriously ill. He was removed to a hospital at Indianapolis for treatment, and is reported to be much improved.

Baltimore, Md.—The reinforced concrete elvtr. and corn crib of the Baltimore Pearl Hominy Co. have been completed and placed in operation. Complete drying equipment has been installed in the building and a number of other improvements have been made in the plant. Deverell, Spencer & Co. did the work.

MICHIGAN

Dundee, Mich.—O. J. McBride is mgr. of the local elvtr. of this company.—Michigan Mlg. Co.—Ann Arbor.

Azalia, Mich.—Chas. Meade is mgr. of the local elvtr. of this company.—Michigan Mlg. Co., Ann Arbor.

Oak Grove, Mich.—Ray Olson is mgr. of the local elvtr. of this company.—Michigan Mlg. Co., Ann Arbor.

Saginaw, Mich.—Walter S. Eddy, of C. K. Eddy & Co., and pres. of the Saginaw Mlg. Co., died recently.

Sanford, Mich.—The Sanford Elvtr. Co. has been incorporated with capital stock of \$20,000 to engage in the grain business.

Whitmore Lake, Mich.—Frank Spiegelburg is mgr. for the local elvtr. of this company.—Michigan Mlg. Co., Ann Arbor.

Hamilton, Mich.—Our elvtr. and mill were completely burned recently, and we are contemplating erecting a new plant.—The Kolvoord Mlg. Co.

Cassopolis, Mich.—The Peck Mlg. & Coal Co. contemplates installing conveying machinery and a bag closing machine in its elvtr. and milling plant.

Waldron, Mich.—We have purchased the elvtr. and warehouse of James L. Maloney & Co., and now have 2 elvtrs. at this station.—E. E. Kelley & Co.

Eaton Rapids, Mich.—Belden & Co. Inc. are operating a 50,000 bushel elvtr., feed mill and store here. I am mgr.—Dan Willis.

Sandusky, Mich.—The Hub Grain Co. is no longer in business, it having been taken over some time since by this company.—Hub Elvtr. Co.

Onondago, Mich.—I have been transferred to Eaton Rapids as mgr. for Belden & Co., and have been succeeded at this station by M. H. Phillips.—Dan Willis.

Alpena, Mich.—The Alpena Roller Mill has been bot by this company. We are now operating the mill and elvtr., and the former company is out of business.—Thunder Bay Mlg. Co.

Capac, Mich.—We have installed electric motors in our elvtr., and it is now operated by electric power, the power being furnished from Detroit.—C. R. Taylor, agt. H. P. Stoughton.

Saginaw, Mich. The capacity of our elvtr. is 50,000 bus., instead of 20,000 bus. as given in the list of Michigan Grain Elvtr. Operators.—Brand & Hardin Mlg. Co., W. E. DeWitt, sec'y.

Escanaba, Mich.—Charles Gunderson and Joseph Charlebois, Jr., have formed a partnership to conduct a wholesale and retail business in seeds, grain, flour and feed, under the name of the Escanaba Seed & Grain Co.

Ironwood, Mich.—The Farmers Mlg. & Elvtr. Co., which was organized recently with Nesto Erickson, of Bessemer, as pres., and W. J. Weston, of Wakefield, as sec'y-treas., will erect an elvtr. Into it will be installed a 50-bbl. Midget Marvel Mill.

Manton, Mich.—The officers of this company are erroneously given in the List of Michigan Grain Elvtr. Operators. The correct names are: Frank N. Clark, pres. and mgr.; Clarence V. Clark, vice-pres.; Fred N. Rowe, sec'y; and Geo. M. Brooks, treas.—Manton Produce Co.

Bay City, Mich.—We have just completed the organization of the Kimball-Martindale Co. capitalized at \$100,000 to operate a line of elvtrs. in towns tributary to Bay City. The new company will have its headquarters here, and has leased the Michigan Central freight house for handling its products, chief of which will be beans. The principal stockholders are K. P. Kimball of Detroit who controls a number of elvtrs. in Southern Michigan, and J. E. Martindale, who is at the head of the Twining Elvtr. Co.—J. E. Martindale.

MINNESOTA

Springfield, Minn.—Fred Bauch will succeed H. C. Ohlsen as mgr. for the Farmers Elvtr. Co.

Guckeen, Minn.—We have built an up-to-date office.—T. F. Garry, agt. Independent Grain & Lbr. Co.

The annual convention of the Minnesota Farmers Grain Dealers Ass'n will be held in Minneapolis, Feb. 18, 19 and 20, 1919.

Briceyn, Minn.—The Speltz Grain & Coal Co. has installed a new dustless Cleaner in its plant here.—A. L. Olson, agt.

Chokio, Minn.—The elvtr. of the Monarch Elvtr. Co., for which H. J. Jacobson is agt., burst recently and about 1,500 bus. of flax escaped to the ground.

Duluth, Minn.—C. B. Pierce, of the Bartlett-Frazier Co., has transferred his membership in the Board of Trade to Frank S. Cowgill, vice-pres. of the Company.

Lamberton, Minn.—I have removed from Litchfield, N. D., to this place, having bot the elvtr. of Albert Spaulding. I will conduct a general grain business.—J. C. Duncan.

Austin, Minn.—I have removed from Waterloo, Ia., to this place, and am now employed as traveling flour salesman and wheat buyer for the Hormel Mfg. Co.—N. T. Leech.

Elizabeth, Minn.—The Pelican River Mill, with the elvtr. attached burned to the ground recently. About 12,000 bus. of wheat were destroyed. The Elizabeth elvtr., operated by us, is in operation.—Peter Maurin Co.

St. Paul, Minn.—J. A. James, former resident of St. Paul, and at one time chief of the State Grain Inspection Dep't, died Oct. 24 at Seattle, Wash., at the age of 81. He resided at Mankato for 25 years, leaving there in 1889 for the coast city.

Norwood, Minn.—We are leasing the elvtr. of the Security Elvtr. Co. for the present crop, but expect to buy it, or to build a new elvtr. on the C. M. & P. S. later. H. C. Franck is pres., E. W. Glaeser, sec'y and Henry Bergman mgr. of this company.—Norwood Farmers Co-operative Elvtr. Co.

MINNEAPOLIS LETTER.

Request has been posted for the transfer of the membership of C. B. Fisk in the Chamber of Commerce to W. G. Husband.

Roy W. McCarthy, a former member of the Chamber of Commerce, and a son of J. H. McCarthy, pres. of the McCarthy Bros. Co., died Nov. 6.

C. B. Pierce, of the Bartlett-Frazier Co., has transferred his membership in the Chamber of Commerce to Frank S. Cowgill, vice-pres. of the company.

R. R. Minor, a partner in the Burdick Sampling Co., and for many years a grain sampler, was killed Nov. 4 when his automobile plunged over a bank into the Mississippi River.

The Treasure State Grain Co., which was incorporated recently, has offices in this market. M. J. Dunn, one of the incorporators, is a member of the Chamber of Commerce.—E. S. Hughes, ass't sec'y, Chamber of Commerce.

Burt P. Munson, a traveling representative for Johnson & Olson, and a former member of the Chamber of Commerce, was killed recently in an automobile accident at Glenwood. He was formerly a member of the firm of Cassidy & Munson.

E. R. Rehnke, chairman of the state board of grain appeals, died recently after a brief illness. Mr. Rehnke had been a member of the board of grain appeals for 7 years, serving in that capacity while living at Duluth before he removed to Minneapolis.

MISSOURI

Tarkio, Mo.—The elvtr. of J. B. Shaum has been leased by R. L. Gross.

Clinton, Mo.—We have completed 4 tile grain storage tanks. Each of the tanks is 16 feet in diameter.—W. H. Hurley Grain Co.

Warrensburg, Mo.—The elvtr. of Harte and Dudley has been taken over by Culp & Greims, who will continue it in operation.

Monett, Mo.—We have completed the erection of a 25,000-bu. reinforced concrete elvtr. with corn plant in connection.—Monnett Mill & Elvtr. Co.

Gorin, Mo.—J. E. Bertram has bot the interest of his partner, J. A. Gunnell, in the Gorin Elvtr. Co., thus becoming sole owner of the business.

Huntsville, Mo.—The plant and business of the Evans-Sanburn Mill & Elvtr. Co. has been bot by the Huntsville Flour & Feed Co., for which G. A. Mayo is mgr.

St. Louis, Mo.—The Victoria Elvtr., with capacity of 260,000 bus., and operated by the Wm. D. Orthwein Grain Co., has been declared regular by the Merchants Exchange.

Fairfax, Mo.—R. L. Gross of Tarkio, Mo., has purchased the Elwood elvtr. here. He contemplates installing a corn sheller and grain cleaner for corn, wheat and oats; also a man lift and hand car mover.

Malden, Mo.—I have sold my grain business to L. K. Ashcraft, who will represent the Hastings-Stout Co., of Cairo, Ill. He will also handle coal. My feed mill was sold to Pharr & Co.—M. W. Wagle, Ash Grove, Mo.

Cabool, Mo.—The elvtr. of the Bauch Mill & Elvtr. Co., which has been operated under lease by A. J. Britton, has been taken over by Texas interests. The name has been changed to Farmers Mill & Elvtr. Co. J. H. Ong is mgr.

Platte City, Mo.—Our elvtr. which burned recently was located on the Rock Island railroad, near Platte City and near Tracy. Our mill was not injured, altho only 900 feet from the elvtr. The elvtr. was a total loss, and the 30,000 bus. of grain, nearly all wheat, which it contained, was burned and damaged. Loss was \$80,000 with \$55,000 insurance. Indications point to incendiaryism. Not decided what and when we will re-build.—Northrup Mfg. Co.

ST. JOSEPH LETTER.

St. Joseph, Mo.—The Buchanan Elvtr. Co. has completed the installation of scales in its elvtr. in South St. Joseph at a cost of \$25,000. The plant now can load 12,000 bus. of grain per hour.

C. J. Hauber, formerly local commercial agt. for the Rock Island Lines, is now traffic mgr. for St. Joseph Hay & Grain Co. W. H. Moore, who has been traveling for the company, has been taken off the road and placed in charge of the company's coarse grain dep't.

The Gunnell-Windle Grain Co., which recently leased the Great Western Elvtr. for a long term of years, has completely overhauled the plant, removing the steam plant and substituting Westinghouse Electric Motors, and installing Invincible Clippers and Cleaners and new elevating machinery. The house is now up-to-date in every respect, and has a handling capacity of 30 cars per day.

KANSAS CITY LETTER.

D. B. Jones has resigned his position with the local office of Ware & Leland to become local mgr. for James E. Bennett & Co.

The Board of Trade membership of C. B. Pierce, of the Bartlett-Frazier Co., has been transferred to Frank S. Cowgill, vice-pres. of the company.

John E. Murphy, a weighmaster for the Kansas Inspection Dep't, died recently of influenza. He has been connected with the Dep't about one year.

The Food Administration Grain Corporation has moved its local offices from the New England Bldg. to the 4th floor of the Elmhurst Bldg., at 924 Baltimore Ave.

Frank A. Thies, of the Simonds-Shields-Lonsdale Grain Co., has applied for membership on transfer from R. C. Kemper, who is in the army; and Frank S. Cowgill, of Chicago, vice-pres. of the Aylesworth Grain Co., has made application on transfer from C. B. Pierce, a director of the Aylesworth Grain Co. Both Mr. Pierce and Mr. Cowgill are connected with the Bartlett-Frazier Co., of Chicago.

A branch office has been opened in the Board of Trade building by James E. Bennett & Co., of Chicago, with Tracy Cockle and D. B. Jones as associated managers. Mr. Cockle formerly was treasurer of the Aylesworth Grain Co.

Lieut. R. R. De Armond, a former employe of the Russell Grain Co. now in France, has written recently that he is in a hospital, having been severely wounded by the explosion of a shell. He is recovering from the effects of the wound in a satisfactory manner, he reports.

Charles Dayton, of the Frisco Elvtrs. Co., has entered officers training school at Jacksonville, Fla. Mr. Dayton has been in the grain business here for several years, his father having been one of the founders of the Board of Trade. He saw service during the Spanish-American War, and since that time has been a member of the Missouri Home Guards.

By vote of 102 to 0 the Board of Trade voted Oct. 31 to adopt an amendment to the rules providing that, after Jan. 1, 1919, the contract grades for corn shall be No. 1 and No. 2 mixed, yellow and white, with permission to deliver No. 3 of each grade at a discount of 2½c. At present the contract grade is No. 3 with a premium of 3c on No. 2 and a discount of 1c on No. 4.

MONTANA

Victor, Mont.—We have leased our elvtr. for the present season to the Ravalli Cereal & Flour Mill Co., of Missoula.—Victor Commercial Co.

Livingston, Mont.—The elvtr. of Billy A. Miles & Brother has been bot by the Gary Hay & Grain Co., of Bozeman. Martin A. Gary will be mgr.

Stevensville, Mont.—We have leased our elvtr. for the present grain buying season, only, to the Ravalli Cereal & Flour Mill Co., of Missoula.—May Merc. Co.

Hobson, Mont.—The improvements made in our plant recently included the overhauling of the elvtr., in which was installed a Richardson Automatic Scale and a new cleaner.—Judith Mfg. Co., S. B. Fairbanks, pres.

Moulton Siding (Christina p. o.), Mont.—R. W. Weise is in charge of our 26,000-bu. elvtr. at this place, succeeding Ed Daniels, who has been transferred to another station.—Western Lbr. & Grain Co., Paul R. Trigg, gen'l mgr.

NEBRASKA

Dorchester, Neb.—I am now agt. for the Central Granaries Co.—H. L. Perry.

Aurora, Neb.—The Aurora Farmers' Elvtr. Co. has installed a grinder in its elvtr.

Omaha, Neb.—The local office of the Smith-Vincent Grain Co. was discontinued Nov. 1.

Tekamah, Neb.—The elvtr. of the Farmers Grain & Live Stock Co. has been painted.

Sidney, Neb.—The Farmers Elvtr. Co., which was incorporated recently, is building an elvtr.

Minatare, Neb.—H. R. McElwee has resigned his position as agt. for the Central Granaries Co.

Dunning, Neb.—The elvtr. under construction by the Farmers Elvtr. Co. is now enclosed.

Ord, Neb.—The E. B. Weekes Co. has practically completed warehouses for handling pop corn.

Sunol, Neb.—We expect my son to be called for army service next month.—DeMers & Son, L. F. DeMers.

Mitchell, Neb.—J. A. Finnerky, formerly of Hastings, has succeeded W. F. Davis as agt. for the Ferguson Elvtr. Co.

Bladen, Neb.—We have painted our elvtr., office and other buildings.—Chas. W. Wood, agt. C. B. Seldomridge.

Haigler, Neb.—We are agts. for the Koehler-Twidale Elvtr. Co., of Hastings, which recently completed an 18,000-bu. reinforced concrete elvtr. here.—Wood-Found Lbr. Co.

Comstock, Neb.—H. W. Ellermeier has been transferred to this station from Tobias as agt. for the Barstow Grain Co.

Shelby, Neb.—S. J. Funkhouser has succeeded F. M. Leabee as mgr. for the Farmers Union Store, which operates an elvtr. here.

Oshkosh, Neb.—Herschel Adkisson, who formerly was ass't mgr. for the Farmers Elvtr. Co., died of influenza at Camp Funston recently.

Pawnee City, Neb.—John Cathrell is in charge of the elvtr. recently purchased by the Pawnee Grain Co. from the W. S. Potts Grain Co.

Humboldt, Neb.—I have sold my elvtrs. at Pawnee City, Violet, Burchard and Armour to the Brown Grain Co., of Pawnee City.—C. M. Linn.

Mount Clare, Neb.—The Farmers Union Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Richard Frey, H. B. Kersting and others.

Johnson, Neb.—I have succeeded H. H. Torbek, who has been called to military service, as mgr. for the Johnson Grain Co.—Henry Thuloweit.

Tobias, Neb.—We are closing our elvtr. at this station, and our agt., H. W. Ellermeier, will be transferred to Comstock.—Barstow Grain Co., Lincoln.

Schuyler, Neb.—Construction work has been completed on the concrete elvtr. for the Farmers Grain & Live Stock Co., and machinery is now being installed.

Emerson, Neb.—The Farmers Co-operative Co. incorporated; capital stock, \$25,000; incorporators, W. C. Ryan, J. A. Eckerman and others. Mr. Eckerman is sec'y.

Oak, Neb.—The Farmers Co-operative Ass'n has been formed to engage in the business of handling grain and other farm products. The company will begin operations in February.

Friend, Neb.—Farmers in this community contemplate organizing a company to build an elvtr. and engage in the grain business.—H. L. Perry, agt. Central Granaries Co., Dorchester.

Clarkson, Neb.—We have not organized the Clarkson Elvtr. & Lbr. Co., mention of which has recently been made, and the chances are that nothing will be done.—A. Dushatko, promoter.

Clarkson, Neb.—James Hamsa, who has been ass't agt. for the Crowell Lbr. & Grain Co., has resigned his position and entered the employ of the Farmers Union Co-operative Supply Co.

Omaha, Neb.—Sigmund Rothschild, of the Rothschild-Powell Co., has just recovered from an attack of influenza. It is reported that his recovery dates from his engagement to his nurse.

Gering, Neb.—A. A. Tanner & Co. expect to open the elvtr. leased from Snyder & Son soon. I will remove here and take charge as agt. for them.—I. L. Draucher, agt. for A. A. Tanner & Co., Benedict.

Benedict, Neb.—I will remove to Gering to become agt. for A. A. Tanner & Co., being succeeded here by C. C. Jenkins, who has been with the Rystrom Imp. Co.—I. L. Draucher, agt. A. A. Tanner & Co.

Loomis, Neb.—Work on the 40,000-bu. reinforced concrete elvtr. of the Farmers Elvtr. Co. is being rushed in order that the work may be completed and the house placed in operation as soon as possible.

Orchard, Neb.—We have purchased the buildings and stock of the Carhart Lumber Co. and will take possession immediately. We will deal in grain, live stock, coal, salt, lumber, feed, general merchandise and cement.—Farmers' Union Co-operative Co., L. B. Whitmore, mgr.

Omaha, Neb.—At a meeting of the members of the Grain Exchange Nov. 6 the following men were nominated for directors: J. T. Buchanan, C. S. Rainbolt, J. W. Redick, W. H. Hynes and J. A. Bender. From these 5 names, three directors will be chosen to succeed Mr. Buchanan, Mr. Rainbolt and H. L. Olsen. Mr. Olsen was not a candidate for renomination. The annual election will be held Nov. 13.

Omaha, Neb.—Roy Shorthill, son of J. W. Shorthill, sec'y of the Farmers Co-operative Grain & Live Stock Ass'n of Nebraska, died recently of influenza.

NEW ENGLAND

Farmington, N. H.—Frank E. Foss, dealer in grain and fuel, died recently.—S.

New Haven, Conn.—The Abner Hendee Co. has discontinued business owing to the death of John E. Lynch and James Simpson, members of the firm.

Boston, Mass.—A meeting was held in Hotel Thorndike Nov. 7 by the New England Supply Ass'n, containing in its membership many of the New England grain dealers outside of Boston.—S.

Everett, Mass.—Fire, the cause of which is not known, damaged the grain and hay store of M. J. Cahill recently to the extent of about \$1,500. The blaze started in the store room back of the office. The building will be repaired.

Lawrence, Mass.—A bill in equity has been filed in court by the Merrimack National Bank against the Stanley Grain Co., of this city, and William W. Butman, of Lynn, to whom the company assigned for the benefit of creditors. The bank was a creditor of the company and asks an accounting, setting forth in the complaint that the assignment specified that Butman continue the business for 6 months, converting the assets into cash, and that while some of the assets have been converted into cash no accounting has been made altho the time specified expired June 19.—S.

Hartford, Conn.—For some time there has been difficulty in disposing of Connecticut grown wheat, which this year has produced four times as much as is normally produced in the state. It was not found feasible by farmers to sell to the Grain Corporation, for the reason that this involved carlot shipments, which few of them are in position to make. Recently the matter has been solved satisfactorily to all by the announcement of Meech & Stoddard, Inc., of Middletown, that they will build a mill of 100 bbls. capacity, or of sufficient size to take care of any business which may develop. Work is to begin immediately on construction of the plant, and it is to be ready for operation by Sept. 1, 1919.

NEW JERSEY

Somerville, N. J.—We contemplate building an elvtr., to have capacity of 25,000 to 30,000 bus. Electric power will be used.—Duke Farms Co., D. J. Smith, vice-pres.

Newark, N. J.—Fire which started on the 4th floor of the plant of the Schalk Brewery, Inc., recently burned the two upper stories of the building and the malt elvtr.

Clifton, N. J.—A reinforced concrete storage elvtr. and corn milling plant is being completed by the Clifton Cereal Mills Co. The work is being done by Deverell, Spencer & Co.

NEW MEXICO

Peralta, N. M.—Paul Kempenich, a merchant and grain dealer, died recently.

Tucumcari, N. M.—The C. M. Light Grain Co. has just completed the erection of a new reinforced concrete warehouse east of the elvtr. It is 16x40 feet and practically fire proof.

NEW YORK BUFFALO LETTER.

The Corn Exchange is preparing for display a new service flag, bearing 400 stars.

A certificate of incorporation has been filed by George E. Pierce, Inc., to conduct a grain and elvtr. business; capital stock, \$100,000; incorporators, George E. Pierce, John J. Cunningham; William L. Stephens, John P. Murphy, and F. M. Donnelly.

NEW YORK LETTER.

Howard W. Graff and Carl E. Hansen have been admitted to membership in the Produce Exchange.

The American Cotton & Grain Exchange Clearing Ass'n incorporated; capital stock, \$50,000; incorporators, C. G. Healy, S. P. Hackley and T. C. Burke.

The National Cotton & Grain Co. incorporated; capital stock, \$100,000; incorporators, Robert L. Cooper, C. R. Dougherty and Thomas C. Burke. The company will conduct a general commission and brokerage business.

NORTH DAKOTA

Hunter, N. D.—I am agt. for B. C. Cran- gle.—C. R. Adams.

Antelope, N. D.—I am agt. for the Occident Elvtr. Co.—F. Ehlert.

Crystal, N. D.—I am agt. for the National Elvtr. Co.—M. McLeod.

Edinburg, N. D.—I am agt. for the Monarch Elvtr. Co.—J. E. Mandt.

Denbigh, N. D.—The elvtr. of the Imperial Elvtr. Co. is closed.—P.

Coal Harbor, N. D.—I am agt. for the Atlantic Elvtr. Co.—F. D. Bohnet.

Bartlett, N. D.—K. Vary is agt. for the National Elvtr. Co.—A. M. Enney.

Bismarck, N. D.—I am now agt. for the Russell-Miller Mfg. Co.—C. A. Baker.

Chaseley, N. D.—I am mgr. for the West Farmers Elvtr. Co.—Herman Gehrke.

Fonda, N. D.—J. F. Naumann is agt. for the Minnekota Elvtr. Co.—Farmers Grain Co.

Lakota, N. D.—The Metcalf Elvtr. is now being operated by the Hardin Grain Co.

Glen Ullin, N. D.—The Andrews Grain Co. has no agt. here, its elvtr. being closed.—P.

Blabon, N. D.—I am now agt. for the St. Anthony & Dakota Elvtr. Co.—J. W. Williams.

Charles, N. D.—The elvtr. of the McLean Grain Co. has been bot by K. T. Gray & Co.—X.

Clement, N. D.—The Osborne-McMillan Elvtr. Co. is out of business at this station.—P.

Jarvis sta. (Bisbee p. o.), N. D.—We have succeeded the Acme Grain Co.—Wold & Ostbye.

Logan, N. D.—Jesse Ward, mgr. for the Logan Farmers Elvtr. Ass'n, died recently of influenza.

Argusville, N. D.—The Anchor Grain Co. has closed its elvtr. at this station and has no agt. here.—P.

Flushing sta. (Inkster p. o.), N. D.—I am mgr. for the Flushing Farmers Elvtr. Co.—A. M. Hanson.

Braddock, N. D.—I have succeeded H. W. Allen as mgr. for the Braddock Elvtr. Co.—C. L. Curry.

Harlow, N. D.—There is no Farmers Elvtr. Co. at this station, nor is there a farmers elvtr.—P.

Beulah, N. D.—Fred Suckow is agt. for the Occident Elvtr. Co.—R. G. Stuhr, mgr. Powers Elvtr. Co.

Douglas, N. D.—The Elvtr. of the Dodge Elvtr. Co. is closed.—K. L. Johnson, agt. Atlantic Elvtr. Co.

Appam, N. D.—A. Beck is now agt. for the Winter-Truesdell-Ames Co.—Appam Farmers Elvtr. Co.

Blaisdell, N. D.—Frank Vold is mgr. for the Farmers Elvtr. Co.—H. Wagner, agt. Minot Flour Mill Co.

Hazen, N. D.—Gotlib Friehley is agt. for the Bowers Elvtr. Co.—L. G. Smith, mgr. Farmers Elvtr. Co.

Bantry, N. D.—The elvtr. of the Imperial Elvtr. Co. is closed.—W. R. Schadewald, agt. Monarch Elvtr. Co.

Derrick, N. D.—E. Carlson is agt. for the Derrick Grain Co.—Louis Geilky, mgr. Derrick Farmers Elvtr. Co.

Brisbane, N. D.—I have succeeded Bernard Lane as mgr. for the Brisbane Equity Exchange.—E. H. Robinson.

Hamberg, N. D.—I am mgr. for the Hamberg Grain Co., of which Julius Af-feldt is owner.—W. H. Bennett.

Fullerton, N. D.—E. E. Lemon is agt. for the Minnekota Elvtr. Co.—C. E. Persinger, mgr. Fullerton Equity Elvtr. Co.

Cummings, N. D.—I have succeeded Oscar Almlie as mgr. for the Cummings Equity Elvtr. Co.—George Enge.

Finley, N. D.—R. W. Long is agt. for the Cargill Elvtr. Co.—O. E. Zeiner, agt. St. Anthony & Dakota Elvtr. Co.

Karnak, N. D.—Fred Peterson is agt. for the Amenia Elvtr. Co.—C. E. Kallander, mgr. Karnak Farmers Elvtr. Co.

Lansford, N. D.—The elvtrs. of the St. Anthony & Dakota Elvtr. Co. and the Cargill Elvtr. Co. are closed.—P.

Guthrie, N. D.—Pete Paulus has succeeded H. E. Schnechal as mgr. for the Hahn Elvtr.—Farmers Elvtr. Co.

Donnybrook, N. D.—The elvtr. of the Woodworth Elvtr. Co. is closed for the season.—R. P. Woodworth, sec'y.

Litchfield, N. D.—J. C. Duncan has removed to Lamberton, N. D., where he has bot the elvtr. of Albert Spaulding.

Brocklet, N. D.—D. M. Bundy is agt. for the National Elvtr. Co.—J. S. Robinson, mgr. Equity Elvtr. & Trading Co.

Belle Plaine sta. (Rutland p. o.), N. D.—D. F. Jenkins is our agt. at Belle Plaine.—Northwestern Elvtr. Co., Farman.

Hazen, N. D.—We are not operating our elvtr. at present.—Knife River Lbr. & Grain Co., F. P. Wernli, sec'y and mgr.

Binford, N. D.—Henry Hanson is agt. for N. J. Olson & Sons, and E. O. Nelson is agt. for the Acme Grain Co.—A. Evers.

Columbus, N. D.—Fred Seger is agt. for the Northland Elvtr. Co., and I am agt. for the Occident Elvtr. Co.—M. A. Maher.

Benedict, N. D.—Ord Whiting is mgr. for the Equity Elvtr. & Trading Co. I am mgr. for Alex Harchanko.—Chas. Rawuka.

Jessie, N. D.—Carl Rickford is agt. for the Great Western Grain Co., and I am mgr. for the Jessie Elvtr. Co.—F. Toenber.

Crary, N. D.—The elvtr. of the Minnesota & Western Grain Co. is closed. I am agt. for the Monarch Grain Co.—A. H. Orchard.

Duane sta. (Ellendale p. o.), N. D.—L. V. Joseph is agt. for the Empire Elvtr. Co.—O. C. White, mgr. Farmers' Co-operative Co.

Adams, N. D.—The Independent Elvtr. Co., of which H. H. Eger is owner, has engaged in the grain business.—Adams Grain Co.

Bathgate, N. D.—The St. Anthony & Dakota Elvtr. Co. has retired from the grain business at this station.—Farmers Elvtr. Co.

Arthur, N. D.—H. W. Buchanan is agt. for the Northwestern Elvtr. Co.—L. N. Notvrdt, agt. St. Anthony & Dakota Elvtr. Co.

Alfred, N. D.—C. W. Knapp has succeeded N. C. Welter as agt. for the Powers Elvtr. Co.—Frank Boldt, mgr. Alfred Elvtr. Co.

Enderlin, N. D.—Fred Myers is mgr. for the Enderlin Farmers Elvtr. Co., and W. G. Engle is agt. for the Osborne-McMillan Elvtr. Co.

Harwood, N. D.—S. O. Olson is mgr. for the Harwood Grain Co., which is owned by Randall, Gee & Mitchell, of Duluth.—J. W. Cone.

Hesper, N. D.—Fred Drummond has succeeded Alex R. Hill as agt. for the Great Western Grain Co.—Carl Holjs, agt. Powers Elvtr. Co.

Roth, N. D.—The elvtr. of the Farmers Elvtr. & Supply Co. has been closed because of the inability of the company to obtain a mgr.

Esmond, N. D.—S. O. Barsness is agt. for the Monarch Elvtr. Co., and I am agt. for the Esmond Equity & Trading Co.—Louis Hansen.

Edgeley, N. D.—I am now agt. for the Andrews Grain Co., having removed from Stampede, where I was with N. J. Olson.—C. A. Vaughn.

Bordulac, N. D.—E. A. Roach is mgr. for the E. A. Roach Elvtr. Co., and I am mgr. for the Bordulac Farmers Elvtr. Co.—Nels Osterdahl.

Fairmount, N. D.—James Leathart is agt. for the Acme Grain Co., and W. H. Davis is mgr. for the Osceola Mill & Elvtr. Co.—Turbak Bros.

Hague, N. D.—Roy Hulm is agt. for Bechler Bros., who succeeded J. M. Schartz in the grain business.—Arie Kanis, agt. Columbia Elvtr. Co.

Denhoff, N. D.—The elvtr. of F. F. Finnegan is closed. I am agt. for E. H. Wahl, who succeeded the J. E. Stephens Elvtr. Co.—L. W. Thompson.

Hankinson, N. D.—Chris Christiansen is now agt. for the Cargill Elvtr. Co., having succeeded Henry J. Schuster, who is in France with the army.

Granville, N. D.—The elvtrs. of the Granville Merc. Co. and of this company are closed.—Dodge Elvtr. Co., G. M. Buswell, supt, Tower City.

Fryberg, N. D.—The Elvtr. of the Fryburg Grain & Trading Co. is closed this season.—C. F. Carlson, mgr. Farmers' Co-operative Union Elvtr. Co.

Cathay, N. D.—B. H. Roberts is agt. for the Poppleston Elvtr. Co. The elvtr. of the Woodworth Elvtr. Co. has been removed.—L. B. Poppleston.

Kensal, N. D.—Geo. Nelson is agt. for the Minnekota Elvtr. Co., and I have succeeded John Schrib as agt. for the Atlantic Elvtr. Co.—Oscar Fossen.

Cavalier, N. D.—I have retired from the position as agt. for the International Elvtr. Co., being succeeded by Clark Brown, the present agt.—E. F. Hamilton.

Carrington, N. D.—I am now local agt. for the Hammer-Halvorsen-Beier Elvtr. Co., Geo. Beier, the former agt., having gone to war.—Fred Beier, Jr.

Drake, N. D.—C. A. Hahn is mgr. for the Kellogg Commission Co., and Fred Borchart is mgr. for the Equity Elvtr. Co.—P. Anton, agt. Occident Elvtr. Co.

Dunn Center, N. D.—Carl Sword has succeeded E. H. Phelps as mgr. for the Dunn Center Equity Elvtr. Co.—Anton L. Nilson, agt. Powers Elvtr. Co.

Edmunds, N. D.—H. B. Wescom is agt. for the Hammer-Halvorsen-Beier Elvtr. Co., and B. H. Blauchar is agt. for the Occident Elvtr. Co.—Ed Alfson.

Kief, N. D.—Andrew Rawuka being in military service, the elvtr. of Simbalenko and Rawuka is closed this season.—W. A. Bokovoy, mgr. Bokovoy Grain Co.

Eckman, N. D.—A. P. Kopan is agt. for the Atlantic Elvtr. Co., and M. N. Mickelson is agt. for the Northland Elvtr. Co.—M. J. Mullins, mgr. Canton Grain Co.

Kenaston, N. D.—D. K. Hawkbecker has succeeded James Porterfield as agt. for the National Elvtr. Co.—T. G. Hawley, mgr. Farmers Co-operative Elvtr. Co.

Alexander, N. D.—Peter Hendricks is agt. for the Gunder Olson Grain Co. I have succeeded Cecil Taylor as mgr. for the Alexander Grain Co.—L. D. McLean.

Oakes, N. D.—This company, which has headquarters at Minneapolis, has bot the plant of the Oakes Flour Mills.—C. I. Gross, agt. Baldwin Flour Mills, Casselton.

Dresden, N. D.—The elvtr. of Robert Fleming is closed. I am mgr. for the Dresden Independent Elvtr. Co., which succeeded the Amenia Elvtr. Co.—H. P. Blesener.

Galesburg, N. D.—Iver Jondahl is agt. for the Victoria Elvtr. Co., which succeeded the Minnesota & Western Grain Co.—A. T. Larson, agt. Monarch Elvtr. Co.

Courtenay, N. D.—The Parsons Grain Co. has retired from business and the elvtr. has been sold under mortgage foreclosure.—C. H. Prosser, agt. Minnekota Elvtr. Co.

Ayr, N. D.—The Ayr Farmers Co-operative Co. contemplates repairing its elvtr. next spring, the improvements to include the installation of new boots, buckets, scales, spouting, transmission rope, cleaners, an elvtr. leg, and the painting of the house.

Deering, N. D.—J. E. Elstad is mgr. for the Farmers Elvtr. Co., and Roy Cowan is agt. for the Victoria Elvtr. Co.—G. T. Bohan, agt. St. Anthony & Dakota Elvtr. Co.

Bottineau, N. D.—The elvtrs. of the Great Western Grain Co., the International Elvtr. Co., and H. C. Dana are closed.—E. Erlandson, agt. St. Anthony & Dakota Elvtr. Co.

Garrison, N. D.—W. H. Draffehn is agt. for the Occident Elvtr. Co.; A. Southey is agt. for Otto Schneider; and J. A. Reuter & Co. has retired from the grain business.

Grace City, N. D.—The elvtr. of the Farmers Elvtr. Co. has been bot by H. D. Perkins & Co., for which H. D. Perkins is mgr.—Grace City Co-operative Elvtr. Ass'n.

Baldwin, N. D.—L. Jacobson has succeeded W. E. Ryss as mgr. for the Farmers' Union Co-operative Warehouse & Elvtr. Co.—Percy Freeman, agt. Monarch Elvtr. Co.

Doyan, N. D.—Ed Bye has succeeded Wm. Newhouse as agt. for Chas. H. Doyan, and I have succeeded John Hayes as mgr. for the Farmers Co-operative Elvtr. Co.—A. Odegard.

Hickson, N. D.—The elvtr. of the Baldwin Elvtr. Co. is closed. The Crown Elvtr. Co. is not in business at this station.—H. N. Smelby, mgr. Equity Elvtr. & Trading Co.

Juanita, N. D.—We have 2 elvtrs. at this station, one of them, built this summer, is a strictly up-to-date house with capacity of 30,000 bus.—R. L. Kempf, agt. Minnekota Elvtr. Co.

Backoo, N. D.—The elvtr. of the Imperial Elvtr. Co. is closed. J. Hughes has succeeded J. P. Cranley as agt. for the Monarch Elvtr. Co.—W. M. Crombie, agt. National Elvtr. Co.

Harvey, N. D.—J. Gutschrist is mgr. for Geo. & Henry Delk; Wm. Lamb is mgr. for the Farmers Elvtr. Co.; and the Ell, Schmitz Grain Co. has discontinued business.—Renfrew & Huff.

Blabon, N. D.—J. W. Williams is agt. for the St. Anthony & Dakota Elvtr. Co., and Adam Legler is agt. for the B. C. Crangle Elvtr. Co.—H. A. Burner, agt. Northwestern Elvtr. Co.

Driscoll, N. D.—C. F. Cobb is now mgr. for the Equity Grain & Merc. Co. The A. O. Krogan elvtr. is being operated by the G. E. Lerney Grain & Fuel Co.—Equity Grain & Merc. Co.

Ashley, N. D.—Wilhelm Albright has succeeded David Klaney as mgr. for the Ashley Elvtr. Co. Johnstone and Dorfman and the L. Lubin Grain Co. have retired from business.—I. S. Johnstone.

Hettinger, N. D.—Frank Baterbery is agt. for the Columbia Elvtr. Co., R. O. Richardson is mgr. for the Hettinger Mlg. Co., and I am mgr. for the Hettinger Equity Exchange.—L. E. Polys.

Clifford, N. D.—A. B. Richards is mgr. for the Clifford Farmers Elvtr. Co. I bot the elvtr. of the Clifford Grain Co., and am operating it under the name of the Bristol Grain Co.—G. H. Bristol.

Glenburn, N. D.—The Dodge Elvtr. Co. which succeeded M. R. Nelson has closed its elvtr. The elvtr. operated by the St. Anthony & Dakota Elvtr. Co. is also closed.—Dayton & Carroll, mgrs.

Arnegard, N. D.—O. K. Walker is agt. for the International Elvtr. Co., which succeeded G. E. Ellingsen, and I have succeeded Henry Wilson as mgr. for the Farmers Elvtr. Co.—A. Rasmusson.

Dazey, N. D.—F. Conley is agt. for the Cargill Elvtr. Co., which, in addition to the elvtr. it formerly owned, is operating the elvtr. bot from the North Dakota Grain Co.—S. Olson, agt. Monarch Elvtr. Co.

Honeyford, N. D.—Olaf S. Lund is now agt. for the Andrews Grain Co. The Thorpe Elvtr. Co. has leased its buildings to the Honeyford Supply Co. J. Grellikson is now mgr. for the Farmers Elvtr. Co., succeeding W. W. Erb.—Andrews Grain Co.

Judson, N. D.—Aug. Toepke is mgr. for the Farmers Elvtr. Co.; Hans Jess is agt. for the Occident Elvtr. Co.; and I have succeeded E. H. Pathmann as mgr. for the Bingenheimer Merc. Co.—G. H. Wand.

Abercrombie, N. D.—C. B. Gray has succeeded C. A. Myron Gray as mgr. of the Abercrombie Mill & Grain Co. C. T. Monson is mgr. of this Company having taken the place of Jas. Gallagher.—Equity Elvtr. Co.

Easby, N. D.—R. Sperling is agt. for the Cargill Elvtr. Co.; Chas. Coffield is agt. for the St. Anthony & Dakota Elvtr. Co.; and Otto Rasmussen is agt. for L. H. Smith.—Ed Kelner, agt. National Elvtr. Co.

Kelso, N. D.—The Equity Elvtr. & Trading Co., for which Oscar Omie is mgr., has bot the elvtr. of the State Elvtr. Co. A new cleaner is being installed in the house.—A. J. Piers, agt. National Elvtr. Co.

Courtenay, N. D.—J. E. Powers is mgr. for the Equity Exchange Co., H. Hooper is mgr. for the Farmers Elvtr. Co., and I have succeeded Mr. Lovelace as agt. for the Woodworth Elvtr. Co.—J. V. Pappenfus.

Erie, N. D.—The Cargill Elvtr. Co. has retired from business at this station. Wm. Bolmire is agt. for the Imperial Elvtr. Co., and I have succeeded C. W. Clark as mgr. for the Erie Farmers Elvtr. Co.—W. R. Seth.

Antler, N. D.—The elvtr. of the Farmers Elvtr. Co. is closed. J. J. McGraw has succeeded Otto Paulson as agt. for the International Elvtr. Co., and E. I. Raknem is agt. for the National Elvtr. Co.—Farmers Elvtr. Co.

Clement, N. D.—The Clement Equity Exchange, for which Geo. Paulson is mgr. has succeeded the Osborne-McMillan Elvtr. Co. I am agt. for the Minnekota Elvtr. Co., having succeeded W. H. Hazzard.—D. B. Jorgenson.

Cleveland, N. D.—G. Johnson has succeeded W. F. Scott as mgr. for the Occident Elvtr. Co., and I am mgr. for the Farmers Co-operative Elvtr. Co., which succeeded the Cleveland Farmers Elvtr. Co.—R. J. Cooper.

Cogswell, N. D.—The elvtr. of the Empire Elvtr. Co. has been moved to Lemmon, S. D. J. N. Finch has succeeded J. W. Prentice as agt. for the Osborne-McMillan Elvtr. Co.—Oscar Lee, agt. Norman & Johnson Grain Co.

Fairdale, N. D.—M. Arenson is mgr. for the Farmers Co-operative Co.; Clarence Lien is agt. for the Northland Elvtr. Co.; Fred Keye is agt. for the Spaulding Elvtr. Co.; and I am mgr. for Ernest Wilcox.—Jas. A. Kinney.

Bowman, N. D.—Chas. Hodson has succeeded Sam Ellenbaum as agt. for the Geo. C. Bagley Elvtr. Co., and W. M. Walter has succeeded W. F. Autin as mgr. for the Bowman Mill Co.—Geo. Olson, agt. Western Lbr. & Grain Co.

Venturia, N. D.—The plant formerly owned by the Johnstone & Dorfman Elvtr. Co. is now owned by J. H. Wishek, of Ashley. Think it is being operated by the Venturia Farmers Elvtr. Co.—Johnstone & Dorfman Elvtr. Co., Ashley.

Ambrose, N. D.—Frank Carlson is mgr. for the Farmers Elvtr. Co., which operates 2 elvtrs., having succeeded Wm. Gehrke; the R. A. Grams Elvtr. is not being operated. I am agt. for the Northland Elvtr. Co.—O. Ingmar Oleson.

Colfax, N. D.—J. F. Wahlen has succeeded T. W. Duncan as mgr. for the Farmers Elvtr. Co., and I am agt. for the Cargill Elvtr. Co. The elvtr. of the St. Anthony & Dakota Elvtr. Co., which burned in 1917, was not rebuilt.—M. C. Seip.

Blanchard, N. D.—When the Equity Co-operative Exchange recently bot the elvtr. of the Powers Elvtr. Co., for which I was agt., I was retained as mgr. We expect to make general repairs to the plant next season, installing a car puller, conveying machinery, a manlift, spouting, etc.—W. E. Zimmermann.

Deisem, N. D.—Roy Stull has succeeded P. R. Stosle as agt. for the Cargill Elvtr. Co. Roy Rodman is mgr. for the Farmers Equity Elvtr. & Trading Co. I have succeeded H. Hemmings as mgr. for the Deisem Farmers Elvtr. Co.—A. L. Kline.

Garske, N. D.—F. D. Ellis has succeeded Arthur Lee as agt. for the St. Anthony & Dakota Elvtr. Co. The Garske Elvtr. Co., for which D. C. Baldwin is mgr., has succeeded the Winter-Truesdell-Ames Co.—R. J. Orchard, mgr. Farmers Grain Co.

Balfour, N. D.—A. Uthka has succeeded J. B. Shippe as agt. for the Osborne-McMillan Elvtr. Co., and J. O. Johnson has succeeded C. M. Dale as mgr. for the Equity Elvtr. Co., the new name of the Balfour Farmers Exchange.—E. W. Meinhardt.

Beach, N. D.—Theo. Tobias is mgr. for the Occident Elvtr. Co., the elvtr. of the J. F. Blair Grain Co. was burned, and I am mgr. for the Beach Co-operative Grain Co., which succeeded the Golden Valley Farmers Co-operative Co.—W. L. Zimmermann.

Hamar, N. D.—E. D. Weaver is agt. for the St. Anthony & Dakota Elvtr. Co., which succeeded Cullen Bros., and L. Bue has succeeded A. M. Bergstrom as agt. for the Northwestern Elvtr. Co.—Peter Knapp, mgr. Hamar Co-operative Elvtr. Co.

Anamoose, N. D.—Peter Bechto'd has succeeded John Dobler as agt. for the Schmidt & Gulack Elvtr. Co.; Geo. Abelein is agt. for the Osborne-McMillan Elvtr. Co.; Jacob Okert is agt. for the Woodworth Elvtr. Co.—Martin Hublou & Co., Martin Hublou.

Fessenden, N. D.—J. E. Garver has gone out of business and his elvtr. is closed. The elvtr. of the Kruger Elvtr. Co., which burned in 1916, was not rebuilt. Fred Jeson is agt. for the Minnekota Elvtr. Co.—T. W. Crissman, agt. Osborne-McMillan Elvtr. Co.

Geneseo, N. D.—P. L. Wisneroski is mgr. for the Geneseo Farmers Equity Co-operative Elvtr. Co.; John Flynn is agt. for the St. Anthony & Dakota Elvtr. Co.; and the elvtr. of Thorpe Elvtr. Co. is being used by the Cargill Grain Co., for which I am agt.—Geo. Brooks.

Fero, N. D.—I am agt. for the Fero Farmers Co-operative Ass'n, which succeeded the Farmers Elvtr. Co.; the North Dakota Grain & Land Co. is out of business; and W. A. Bowles has succeeded Robt. Rohrer as agt. for the St. Anthony & Dakota Elvtr. Co.

Erie, N. D.—The elvtr. operated by the Cargill Elvtr. Co. burned some time ago and has not been rebuilt. W. R. Settey is now agt. for the Erie Farmers Elvtr. Co. succeeding C. W. Clark. I have succeeded James Buth as agt. for the Imperial Elvtr. Co.—W. A. Bolmeier.

Glasston, N. D.—The elvtr. of the Winter-Truesdell-Ames Co. was burned. Lincoln Armstrong is agt. for the Northwestern Elvtr. Co. The elvtr. of the Interstate Grain Co. has for the past 5 years been operated by the International Elvtr. Co., for which I am agt.—Gust Glock.

Crosby, N. D.—Aug. Kludt has taken the place of A. H. Benson as mgr. of the Farmers Co-operative & Trading Co. George Jones has succeeded Ed. Emger as agt. for the Northland Elvtr. Co. The elvtr. of A. N. Sorbo has been leased by Wm. Nott.—H. Landers, agt. Rugby Elvtr. Co.

Colgate, N. D.—The Colgate Farmers Elvtr. Co. became insolvent and the elvtr. and business has been taken over by the Equity Co-operative Exchange Branch No. 26, with F. C. Peterson as buyer. I have succeeded A. H. Beckley as agt. for the St. Anthony & Dakota Elvtr. Co.—L. E. Dunn.

Devils Lake, N. D.—W. E. Bryant is agt. for the Lake Grain Co.; Geo. Miller is agt. for the Farmers Mill & Elvtr. Ass'n; and the Farmers Grain Co. has no elvtr. The Lake Fuel Co. is not buying grain this season, operating only its feed and fuel business.—T. J. Gagan, agt. National Elvtr. Co.

Cooperstown, N. D.—O. Regney is agt. for N. J. Olsen & Sons; S. A. Pritz is agt. for the Great Western Elvtr. Co.; and George Hartman is mgr. for Rollin C. Cooper. The Farmers Elvtr. Co., for which Wm. Wandke is mgr., has succeeded the Hammes-Halverson-Beier Co.—C. B. Christianson, mgr. Erick Erickson & Co.

Hurdsfield, N. D.—Aug. Wahl is agt. for the Occident Elvtr. Co. I have resigned my position as agt. for the Andrew Grain Co. to enter the hardware business and that company's elvtr. has been rented by the Hurdsfield Co-operative Elvtr. Co. for this season. It is being operated in connection with their other house.—M. G. Blaha.

Edmore, N. D.—Henry Peterson is mgr. for the Farmers Shipping & Supply Co.; M. M. Van Osdel and T. E. Goulding are partners composing the firm of Van Osdel & Goulding, of which T. E. Goulding is mgr.; Chas. Luff is agt. for the Great Western Grain Co.; and William Johnson is agt. for the St. Anthony & Dakota Elvtr. Co.

Bowdon, N. D.—The Equity Elvtr. Co., for which H. E. Showers is mgr., has bot the elvtr. of A. T. Fortney, and Mr. Fortney, for whom Nels Herland is local mgr., has bot the elvtr. of Swanson & Taylor. The elvtr. of the Regan & Lyness Elvtr. Co., which has been closed the past 2 years, is being operated this season with Peter Hahn as mgr.—H. Rembold, agt. Andrews Grain Co.

Berwick, N. D.—The elvtr. of the P. Morrissey Elvtr. Co. is closed; the elvtr. of Aubol & Byrn Elvtr. Co. is closed for the present season; Oscar C. J. Aubol is mgr. for the Acme Grain Co.; Frank Welk is agt. for the St. Anthony & Dakota Elvtr. Co.; and Foss & Shegby are no longer in the grain business, their elvtr. having burned some 2 years ago.—Oscar C. J. Aubol, mgr. Acme Grain Co.

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Toledo, O.—Lester Howard has been admitted to membership in the Produce Exchange.

Tipton, O.—The Tipton Elvtr. Co. has increased its capital stock from \$15,000 to \$50,000.

Coshocton, O.—The new mill and elvtr. of the Hanley Mfg. Co., built to replace the plant burned in 1916, has been placed in operation.

Toledo, O.—Lester Howard, formerly with the Norfolk & Western Railroad at Detroit, Mich., is now traffic mgr. for H. D. Raddatz & Co.

The fall meeting of the Ohio Grain Dealers Ass'n will be held Friday, Nov. 22, at Columbus, with headquarters at the Southern Hotel.

Kenton, O.—The elvtr. and mill known as The Brick Mill, and owned by Wm. Rish, burned Oct. 24. Grain, mostly wheat, valued at \$40,000 was burned.

Hardin sta. (Sidney p. o.), O.—The Hardin Grain & Supply Co., which was incorporated a few months ago, now operates the only elvtr. here.—X.

Standley sta. (Florida p. o.), O.—I have succeeded the firm of Long & Hammon in the grain business, the partnership having been dissolved.—L. F. Hammon.

Cincinnati, O.—It has been proposed that the Chamber of Commerce and the Business Mens' Club be consolidated and an independent ticket be placed in the field for the annual election of the Chamber in December, the platform being such as to encourage the return of the members of the Grain & Hay Exchange to the Chamber of Commerce.

Southworth sta. (Delphos p. o.), O.—Private Glen Truesdale, of the light artillery, who until he left for Camp Jackson on June 25, was employed by us, was drowned in the sinking of the Ticonderoga on Sept. 30. He was 25 years of age, a young man of good character and habits, and his untimely death is deplored by all.—Lutz, Barnt & Lutz.

Funk, O.—I have resigned my position as mgr. for the Funk's Equity Union Co., and will remove to Lucas.—A. C. Swart.

Cleveland, O.—James J. Reuss, who for the past 2 years has been sec'y of the Hay & Grain Exchange of the Chamber of Commerce, died suddenly Oct. 28.

Cincinnati, O.—Edward F. Dennis, who has been chief hay inspector for the Chamber of Commerce, is now a traveling representative for the Van Leunen Co.

Bowling Green, O.—The organization which recently bot the elvtr. of the Huffman Grain Co. is operating the business under the name of the Hub Grain Co.—A. E. Huffman.

North Hampton, O.—I have bot the interest of C. N. Avia in the firm of Frantz & Avia and will continue the business under the name of J. H. Frantz & Co.—J. H. Frantz.

Columbus, O.—Kirby Threlkeld, formerly in the grain business at Jackson Center, has entered the firm of Myers & Baughman, and the firm name has been changed to Myers, Baughman & Threlkeld.

Risingsun, O.—I have succeeded E. E. Tittle as mgr. for the Farmers Commercial Grain & Seed Co., coming here from Weston, where I was employed by Underwood & Son and John V. Dirk.—L. J. Ducat.

Delphos, O.—Altho I am out of the grain business at the present time, I expect to be in the game as soon as my son Neil returns from the service of Uncle Sam, which I hope will be soon.—L. E. Allinger.

OKLAHOMA

Moorewood, Okla.—I have sold my elvtr. to the Farmers Union Clearing House of Moorewood.—G. E. Harris.

Mountain View, Okla.—I am now agt. for the Chickasha Mlg. Co., succeeding D. E. McBride.—W. H. Withrow.

Muskogee, Okla.—The elvtr. of the Arkansas Valley Mlg. Co. burned Oct. 21. the building and contents being destroyed and loss of about \$50,000 caused.

Cashion, Okla.—The elvtr. of the El Reno Mill & Elvtr. Co. has been closed, the Plum Stadler Grain Co. taking over the firm's flour, feed and coal business.

Canute, Okla.—Having sold my grain business at Moorewood, I have removed to this place, where I have bot the grain, flour, feed, coal and hog business of the late Mike Kilmartin.—G. E. Harris.

Forgan, Okla.—The report that E. G. Beall has bot the elvtr. of the Bolin-Hall Grain Co. is not correct. Mr. Beall does not operate an elvtr. here. I am operating the elvtr. of the Bolin-Hall Grain Co.—John L. Bolin.

Guymon, Okla.—Hubert H. Bratton, son of W. T. Bratton, mgr. for the Guymon Equity Exchange, has been reported by the War Dep't as missing in action in France since Sept. 12. Hubert entered the army as a volunteer in May, 1917. He is in his 22nd year and two brothers younger than himself are also in the volunteer army in France.

OREGON

The Dalles, Ore.—The 50,000 bu. elvtr. of the Farmers Union has been completed and placed in operation.

Albany, Ore.—Fire which started in a shed near the mill and elvtr. of the Red Crown Mill & Elvtr. Co. Oct. 22 was extinguished an hour later, before it had reached the main building.

Portland, Ore.—A. J. Shanks has been made superintendent of the 1,000,000-bu. municipal terminal elvtr. now being erected by the city at St. Johns terminal. Mr. Shanks for 12 years was in charge of a dock for Kerr, Gifford & Co., and later was employed by Max Houser. Last season he became identified with the Food Administration Grain Corporation, and the Pacific Grain Co., and was sent east by the latter company to take charge of the routing of grain thru terminals to the Atlantic seaboard.

Portland, Ore.—The 1,200-ft. dock now being built at the site of the municipal terminal elvtr. at St. Johns Terminal is 90% complete. Work is progressing on the foundations for the elvtr., and it is expected that the house will be ready for operation in March, 1919.

Eugene, Ore.—Elmer D. Paine has become sole owner and mgr. of the mill and elvtr. of the Eugene Mill & Elvtr. Co. at this place and at Springfield. The plant here will be improved and its capacity enlarged to equal that of the Springfield plant, which was overhauled, improved and enlarged recently.

Portland, Ore.—Henry Albers, pres. of the Albers Bros. Mlg. Co., which operates mills and elevators at this and other Pacific Coast points, was arrested recently charged with violation of the federal espionage act. He has resigned as head of the firm and is succeeded by his brother George Albers.

PENNSYLVANIA

PHILADELPHIA LETTER.

Samuel L. Whitson, of W. S. Woodward & Co., died Oct. 21 of kidney disease.

J. W. Harry Jenkins, who was formerly in the employ of H. K. Koch and of Richardson Bros., and who enlisted in the navy a short time ago, died recently of influenza.

H. D. Irwin, zone agt. for the Food Administration Grain Corporation, announced Oct. 24 that a cut-off will be made in wheat deliveries at 1:30 p. m. instead of 2 p. m. every day except Saturday. This was done to co-operate with the banks in their movement to have deposits made earlier in the day on account of the shortage of clerks.

The Commercial Exchange has been notified by H. D. Irwin, zone agt. for the Food Administration Grain Corporation, that changes have been made in the discounts on various grades of red, garlicky and smutty wheat as follows: On all white wheat and mixed wheat, 2c discount from corresponding grade for red and garlicky wheat and on all smutty wheat 3c discount from corresponding grades.

Irwin sta. (Evans City p. o.), Pa.—The Jersey Cereal Feed Co., which recently completed a 500-bbl. corn meal, hominy and corn products addition to its plant, now has another similar addition under construction, and contemplates erecting a 100,000-bu. elvtr. in the spring. The plans for the elvtr. will call for a plant ultimately to provide storage for 500,000 bus. and it will be built as needed. The company also contemplates building a rolled oats plant next year.

SOUTH DAKOTA

Flandreau, S. D.—The elvtr. of Snyder & Allen has been bot by W. I. Thompson, of Madison.

Tea, S. D.—The Farmers Grain Co. incorporated; incorporators, Fred Ritter, A. J. Groenwald and G. Duetsman.

Garden City, S. D.—The Garden City Farmers Elvtr. Co. has built an electric light plant in connection with its elvtr. at a cost of \$4,000.

Alecester, S. D.—W. M. Rowley has bot the interests of T. J. Ryan, and will soon rebuild the elvtr., formerly owned by Mr. Ryan and which burned Sept. 9.

Sioux Falls, S. D.—C. E. Carpenter, traveling representative for the Cedar Rapids Co., of Cedar Rapids, Ia., has moved his headquarters from this place to Cedar Rapids.

Yankton, S. D.—The elvtr. of the McCaull-Webster Elvtr. Co. burned recently, together with its contents, consisting of 4,000 bus. of wheat and 4,000 bus. of corn and oats.

Ramona, S. D.—I have bot the elvtr. of the Farmers Elvtr. Co. It is a 30,000-bu. house, located on the C. M. & St. P., and I handle grain, flour and coal. I am installing a cleaner in the elvtr.—E. J. Heiser.

Sioux Falls, S. D.—The Merriam Commission Co., of Omaha, Neb., has opened a branch office here with H. A. Paulen in charge as mgr.

SOUTHEAST

Dublin, Ga.—An elvtr. will be built by the Farmers Co-operative Ass'n, of which C. H. Kittle is pres.

Bessemer, Ala.—The business of the Bradley & Fason Grain Co. is being liquidated as the two members of the firm expect to enter the army.

Meridian, Miss.—The stock of J. E. Redus, in the Meridian Grain & Elvtr. Co. has been bot by J. M. Wilson, who is pres. and mgr. of the company.

Albany, Ala.—Construction work has been started on the 20,000-bu. elvtr. of the Brandon Elvtr. Co., of Marietta, Fla. It will be ready for operation in about 30 days.—Lyle Taylor Grain Co.

Decatur, Ala.—The Brandon Elvtr. Co., for which W. S. Brandon is mgr. with myself as his asst, is building a 25,000-bu. frame elvtr., fully equipped with shuck sheller, cleaner, separator and shuck baler. Will be ready for business about Nov. 15. It is located on the Southern and L. & N. railways. I was with the Clyde Mill & Elvtr. Co., Clyde, Kan., for 14 years.—Logan Rundle.

TENNESSEE

Nashville, Tenn.—We have just completed an addition to our elvtr. and warehouse, increasing storage capacity by 100,000 bus.—Tennessee Grain Co.

Memphis, Tenn.—Announcement was made recently by Mark Fenton, industrial commissioner of the Chamber of Commerce, that an elvtr. will be built here by Marshall Mott, of Manila, Ark.

TEXAS

Higgins, Tex.—We are temporarily out of the grain business.—F. T. Ward Grain Co.

Floydada, Tex.—We have suspended operations for the present on account of drouth conditions.—Crews & Burke, W. J. Burke.

Hemphill, Tex.—We are not in the elvtr. business, but are established as wholesale grocers.—Hemphill Grain & Gro. Co., H. D. Nixon, mgr.

Moody, Tex.—The Moody Grain Elvtr. Co. discontinued business some time ago on account of the mgr., R. G. Killingsworth, joining the army.—San Antonio Grain Co., San Antonio.

Gainesville, Tex.—Inability to obtain material in sufficient quantities has made it necessary to suspend construction work on the elvtr. and 6-story concrete mill being erected by the Whaley Mill & Elvtr. Co.

WASHINGTON

Spangle, Wash.—The 30,000-bu. elvtr. of the Seattle Grain Co. is nearing completion.

Oakesdale, Wash.—The old Pacific Coast Elvtr. is being operated by Crow, Robinson & Co., with J. C. Barron as mgr.

Burcan sta. 'Snake River p. o.), Wash.—The elvtr. which was being erected here is now complete and ready for operation.

Seattle, Wash.—The White-Dulaney Grain Co. has bot a line of 7 elvtrs. in the Palouse country from C. W. McFarland, who is now district mgr. for the company.

Kennewick, Wash.—L. E. Pitman, of Prosser, and R. Q. Macmahon have bot the interests of C. E. Johnson in the Empire Grain Co. Mr. Johnson will remove to Spokane to become mgr. for the Globe Mills.

Davenport, Wash.—A. A. Davis, of Santa Cruz, Cal. has been elected pres., and J. F. Hill has been elected sec'y, of the Big Bend Mlg. Co., which operates a mill and elvtr. here. Scott V. Davis, vice-pres., has become mgr. succeeding W. J. Lowell, who has resigned.

Tacoma, Wash.—The Tacoma Grain Co. is installing electric motors to replace its steam plant in the operation of its elvtr.

WISCONSIN

Kaukauna, Wis.—The Farmers Elvtr. Co. is increasing its storage capacity and installing additional feed grinding machinery.

Rice Lake, Wis.—E. Craite & Sons have built an addition to their mill and elvtr. and have installed machinery for grinding wheat flour.

Manitowoc, Wis.—J. P. Reindl, a former grain dealer who retired some years ago because of advanced age, died Oct. 22 at the age of 76 years.

Augusta, Wis.—Teare & Rohde have bot the elvtr. of E. Elbertson. The business will be conducted under the name of the Universal Produce Co.

Hortonville, Wis.—Contrary to a recent report, we do not operate an elvtr., our business being the shipping of potatoes, cabbage, hay and root vegetables in carlots, and for this purpose we have only storage houses.—Platten Produce Co., J. P. Platten.

Sheboygan Falls, Wis.—The elvtr. and 100-bbl. mill of the Falls Roller Mills, which has been operated by William O. Dassow, have been bot by Capt. Ernest Gonzenbach, formerly mgr. for the Sheboygan Railway & Light Co., who has returned from service with the engineer corps in France.

MILWAUKEE LETTER.

The rate of interest on advances on Bs/L has been fixed at 7% for the month of November by the Chamber of Commerce.

I have discontinued business for my own account under the name of the H. Johns, Jr. Co., and am mgr. of the barley dep't of Runkle & Dadmum.—H. Johns, Jr.

A hearing was held in the directors' room of the Chamber of Commerce Nov. 6 on a proposal to inaugurate a system of condition reports on cars of grain received at this market.

The Milwaukee Malting & Grain Co. incorporated; capital stock \$120,000; incorporators, Bruno E. Fink, William H. Mane-gold, George J. Zimmerman and Anton W. Asmuth. The company will conduct a general business in grain, food and food products.

Edward A. Farmer, Clarence H. Thayer, W. P. Broughton and Arthur E. Martin have been admitted to membership in the Chamber of Commerce, and the memberships of Karl Lucders, Chas. J. Reilly, deceased, H. S. Klein and Zar D. Scott have been transferred.

WYOMING

Riverton, Wyo.—The Oakdale Mlg. Co., of Oakdale, Neb., contemplates erecting an elvtr.—X.

A Successful Grain Door Lifter.

Inventors have been busy for many years striving to devise a grain door lifter which could be operated quickly and easily and the door itself be saved for reuse. Our columns devoted to late Patents have recorded many of these each year, yet none are in use today. Every terminal elevator man has long recognized the need of a grain retainer which could easily be moved, but it has remained for T. C. Manning, superintendent of the Nye-Schneider-Fowler elevator at Omaha to perfect a device which will quickly remove any and all grain doors without splitting or breaking the boards and without great expense.

The Giant Lifter as Mr. Manning calls his device is something in the form of a jack. A claw with prongs at its two ends is by means of its attached bar forced against the grain doors so as to push them in and up at the same time, the bar being anchored each side of the door by means of a plate which reaches around the side of the door post to which protruding bolt points cling. Any kind of crowbar can be inserted in the lifter to increase the raising power of the lifter without great exertion on the part of the oper-

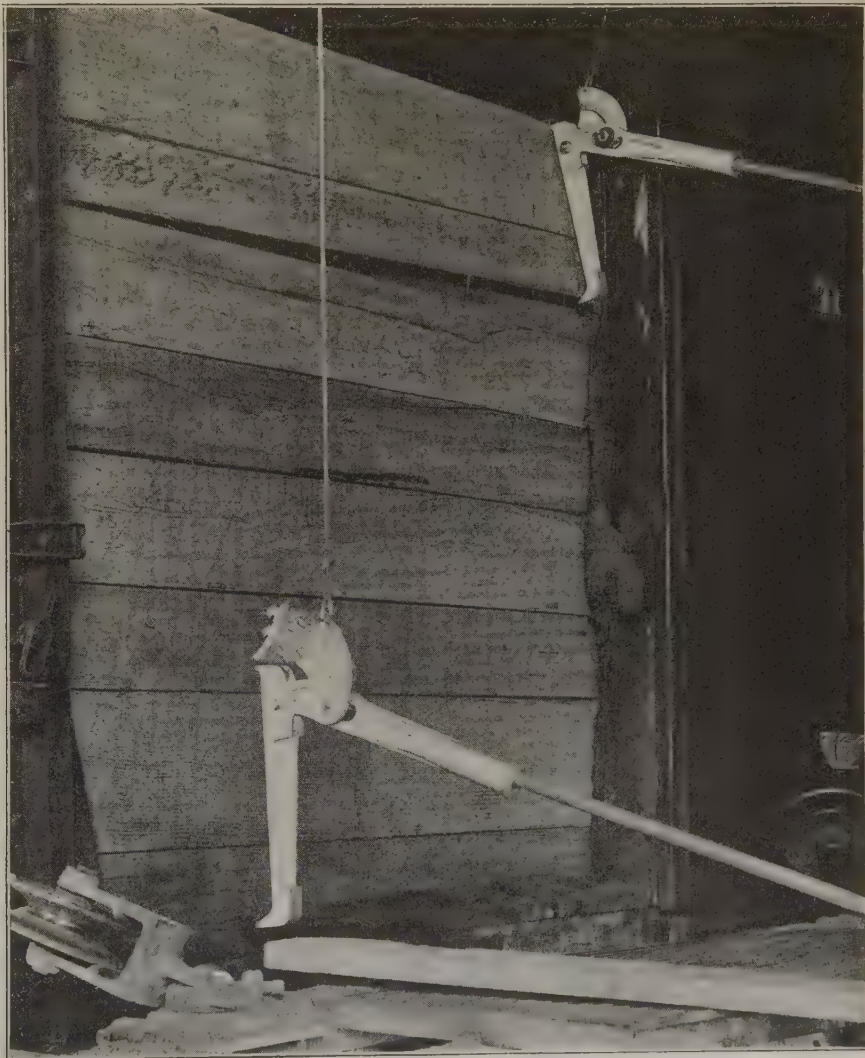
ator. With this device grain doors can be removed quickly and without damaging either the door posts or the grain doors. In fact it assists greatly in reclaiming the lumber used in constructing grain doors.

The Giant Lifter has been used at the Nye-Schneider-Fowler elevator for three months opening approximately 40 cars each day, and during that time only one of the grain doors removed has not been reclaimed. The success of the device has resulted in Mr. Manning being invited to different terminal markets to demonstrate its work, and elevator superintendents seem much relieved by the prospects of greatly increasing the receiving capacity of their plants without chopping grain doors to pieces. This device applies force in such a way as readily to pull twenty penny spikes from a hard wood door post without injuring it, and burlap used in lining grain doors is torn in two without any difficulty. As each section of a grain door is pushed in it is lifted up so it can be readily removed by hand. The fact that some doors will bulge out fully four inches does not in any way interfere with the working of the lifter.

The lifters are hung by small rope from a pulley above to which is attached a counter weight. This facilitates placing the claw just where the operators desire them to take hold. Mr. Manning has successfully solved one of the most trying problems confronting the terminal elevator operator.



Essential Parts of the Grain Door Lifter.



Giant Grain Door Lifters, with Anchor Plates Set for Right and Left Hand Posts.

Feedstuffs

MERIDIAN, MISS.—Having sold his interest in the Meridian Grain & Elevator Co. J. E. Redus will conduct a brokerage business here, handling cottonseed products.

MARION, IND.—I am now mgr. for the Indiana Flour & Feed Co. successors to the J. W. Harvey Co., having removed to this place from St. Louis, Mo.—Wm. H. Willen.

THE REPRESENTATION of a mule's head appearing upon a solid red circular disk or ball has been registered as trade mark No. 108,226 by the Edgar-Morgan Co., Memphis, Tenn.

CHICAGO, ILL.—Harvey S. Austrian, for 18 years general manager for Henry H. Shufeldt & Co., distillers, will have charge of the large poultry and stock feed plant now being erected by Rosenbaum Bros.

A DESIGN showing the word "Cologreen" within an ornamental device has been registered as trade mark No. 110,698 for use with alfalfa meal by the Denver Alfalfa Mfg. & Products Co., of Lamar, Colo.

MANITOWOC, WIS.—We are installing machinery in our plant for the manufacture of stock and dairy feeds, and one of our buildings is being remodeled into a malt syrup factory.—The Wm. Rahr Sons Co.

ATLANTA, GA.—Dr. Andrew M. Soule, federal food administrator for Georgia, has called for a report on all purchases of cotton seed made prior to the stabilization order, effective Sept. 5, at a price lower than the stabilized price of \$68 per ton for wagon seed or \$71 per ton in cars, f. o. b. shipping point, in detail to the cotton seed division, federal food administration for Georgia, Chamber of Commerce building, Atlanta.

FOR USE with dairy feed, the International Sugar Feed Co., of Minneapolis, Minn., has registered as trade mark No. 112,471 an ornamental frame enclosing a device composed of two circles, one within the other, and crossed by a wide band of color. A somewhat similar device has been registered as trade mark No. 112,470 for use with poultry feed, chick size and scratch size, and hog feed.

TEXAS MILLS are exempted from the following rule MS-31, "The wheat miller shall not sell any wheat mill feed for any other purpose than the feeding of dairy cattle, poultry, young calves, young pigs or the preparation of a weekly bran mash for work animals. Before selling any wheat mill feed to any person other than a dealer a mixed feed manufacturer shall require a pledge in the following form," because of the feed shortage in that state.

Feedstuffs Movement in October.

Receipts and shipments of feedstuffs at the various markets during October, compared with October, 1917, were as follows:

	Receipts		Shipments	
	1918.	1917.	1918.	1917.
Chicago, lbs.	41,823,000	55,713,000	56,729,000	70,140,000
Cincinnati, cars	118	.....	.....	.....
Milwaukee	3,206	1,649	20,048	13,921
Minneapolis, tons	10,342	8,365	51,171	66,706
New York, tons	563	.....	366	.....
St. Louis, sacks	43,550	81,990	100,900	92,230
San Francisco, tons	104	942	.....	.....

AN ORNAMENTAL design which shows, among other features, the head of a horse, has been registered as trade mark No. 112,474 for use with horse feed by the International Sugar Feed Co., of Minneapolis, Minn.

COLFAX, WASH.—The county food administrator called a meeting of grain dealers here Oct. 18 to consider the shipment into this territory of barley from California and corn from the eastern states to make up for the shortage of barley and oats.

A HEARING to consider the advisability of adopting definitions and standards for corn meal and corn flour will be held at 10 a. m. Dec. 3 by the Bureau of Chemistry, Dept. of Agriculture. All persons interested are invited to attend and present their views, or written suggestions may be sent to the Bureau. The hearing will be held at 216 Thirteenth St., S. W., Washington.

REVISED hay and straw orders were issued in England, effective Oct. 1. Maximum hay rations for horses are prescribed, leaving horse owners to add as much straw chaff as they desire. The increased production of straw this year also permits the use of straw for bedding purposes, except in the case of oats straw, which must be kept for feed. Necessity for economy in the use of hay is said to make it essential that horse owners use straw, roots and other substitutes as far as they can do so consistently with the maintenance of the health and efficiency of their horses.

A ROYAL ORDER published on Sept. 16, authorizes the formation of a committee to regulate the domestic supply of linseed oil and linseed cake. This committee is composed of two representatives of linseed oil mills, two representatives of painters, and two representatives of the Association of Cattle Raisers of the Kingdom, and will have for its president the acting president of the Commission for the Distribution of Taxable Construction Materials. The functions of the committee will be to investigate petitions for the export of linseed oil and cake in their relation to the domestic supply and to report to the Ministry of Supplies. No export licenses for linseed oil and cake will be granted to manufacturers of these products who are not recognized by this committee.—Consul-General C. B. Hurst of Barcelona, Spain.

NEBRASKA CITY, NEB.—The Washco Alfalfa Milling Co. of Ft. Calhoun, Neb., has taken over the old Cereal Mills property. A six years' lease with option to purchase at a stipulated price was taken on the lots on which the buildings stand. Remodeling the plant will be begun within the next sixty days. The deal was made by F. H. Frohm, sec'y of the company and W. S. Cornutt and W. A. Hughey representing the stockholders. The Washco Company operates other mills at Omaha, Ft. Calhoun and one in Wyoming. The headquarters will be at Nebraska City and the plant here will be its principal one. Alfalfa products and chicken feed will be manufactured.

CORN COBS have been made to yield adhesive gum, cellulose and glucose in quantities sufficient to convince chemists of the Dept. of Agriculture that the nucleus of an important industry lies in this direction, it is reported. Manufacture of alcohol from corn cobs also appears to be practicable if sulphuric acid is obtainable cheaply. The chemists believe that, to utilize corn cobs commercially a large and costly plant will be necessary.

Changes in Texas Rates.

Texas grain shippers are interested in the hearings to begin Nov. 12 at Dallas, Tex., before the Dallas District Traffic Committee composed of J. L. West, Gentry Waldo and G. S. Maxwell, of the Federal Railroad Administration, on transit rules, regulations and rates on grain and hay.

Under docket No. 196 the present proportional rates from Kansas City to El Paso, flour 52c, wheat 44½c, hay 45½c, flat rates, flour 56c, wheat 48½c, hay 53c, are to be increased from Kansas City to El Paso, flour 63c, wheat 57½c, hay 60c, flat rate, flour 68c, wheat 62½c, hay 60c. Corresponding changes to be made from other origins and to certain intermediate points in West Texas.

Docket No. 259 proposes to make the rate to Texas from Memphis, Tenn., 5c less than from Cairo, Ill.

Docket No. 286. Grain, car lots, from interstate points to Texas points. Present rate rule, etc., transit privileges as proposed not now allowed. Suggested change establish transit privileges that will permit West Texas mills to secure grain from Kansas and Missouri points and re-ship to South Texas points, also to Galveston and Texas City when for export.

Docket No. 293. Velvet beans, velvet bean meal transit privileges on. Commodity transit privileges on velvet beans and velvet bean meal. At points in Texas (state and interstate). Transit privileges not allowed at present time. Suggested change establish transit privileges on velvet beans and velvet bean meal, carloads same as currently applies on grain and grain products both state and interstate.

Docket No. 283. Grain, grain products and hay carloads from W. F. & N. W. in Oklahoma (also from Donaldsonville and Wellington, Texas) to Burkburnett and all Texas points. Present rates from W. F. & N. W. grain and grain products to Burkburnett Item 3028-C and Item 2068 S. W. L. Tariff 39-0 to other Texas points, combination of locals, hay page 172 S. W. L. Tariff 39-0. Suggested changes from W. F. & N. W. establish through rates to all points in Texas in proper relation to rates currently in effect from adjacent territory on Santa Fe, Rock Island, K. C. M. & O. and Frisco. General rates to Burkburnett to plane of rates carried by other roads to other Texas border points. Restore differentials on P. & S. F. and F. W. & D. C. as in effect prior to May 1, 1918.

You will find the joker in this also, says H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n. They propose to make the Burkburnett rate apply to all Texas points, but they also propose to change the differentials in effect made prior to May 1, 1918, thereby increasing the differential from all Panhandle points over and above that allowed by the Interstate Commerce Commission in the adjustment of the Shreveport case. It will require constant watch and the greatest efforts possible to keep from being grossly imposed upon by the railroads under the present regime. In order to get the differentials restored to what they formerly had them, they are trying to run in another proposition, in which few of us are interested. See their scheme?

CONDITIONS are reported most unfavorable in the northern counties of England and in North Wales. The damage to corn on account of continuous rains is said to range as high as 30%, while some of the oats and barley is badly sprouted. Fortunately, the wheat crop, for the most part, was saved some time ago.

Supply Trade

ST. LOUIS, Mo.—C. H. Corbett, who has been connected with local bag houses for a number of years, has entered business for himself, specializing in used bags.

HUBBARDSTON, MICH.—William J. Reynolds, for several years a machinery salesman for the Barnard & Leas Mfg. Co., of Moline, Ill., died recently of heart failure.

EFFECTIVE Oct. 17 and thereafter, all importations of burlap, burlap bags and jute will be allocated by the Bureau of Imports of the War Trade Board acting in conjunction with the War Industries Board and the Food Administration.

A CONTINUATION of the present price of copper at 26c has been approved by President Wilson. It has been impossible, on account of the influenza epidemic, for members of the industry to meet and fix the price for 3 months in the customary manner.

MT. PLEASANT, MICH.—A permanent injunction has been granted by the federal court against the Judson Michigan Co., of Durand, on petition of the Crippen Mfg. Co., to restrain it from manufacturing the Crippen Bean Picker without proper authority or permit.

PLANS for assembling at Atlantic City Dec. 4, 5 and 6, all members of the country's more than 300 industrial war service committees for a war emergency and reconstruction conference were announced Oct. 28 by the War Service Executive Committee of the Chamber of Commerce of the United States.

LICENSES outstanding for the importation of pig tin, tin ore and tin concentrates, or any chemical derived therefrom, were revoked as to ocean shipment from abroad Oct. 20. Hereafter no licenses will be issued for the importation of those commodities except to cover shipments consigned to the United Steel Products Co.

BURLAP prices for the most part continue sustained at the prices recently set by the War Industries Board, according to reports, in spite of the fact that the expected improvement in the demand has not yet materialized. Some quotations are being cut slightly in an endeavor to encourage buyers, but the latter appear unwilling to trade.

PHILADELPHIA, PA.—A. M. Brown has been appointed district manager of sales for the Chicago Pneumatic Tool Co., succeeding G. A. Barden, who remains here as sales representative of the company. For some time past Mr. Brown has been located in the New York offices of the company as assistant manager Compressor Sales Division.

EARLIER restrictions upon the importation of graphite were modified by the War Trade Board recently, and hereafter no licenses for the importation of amorphous graphite (plumbago) will be issued, except for such shipments as are of Canadian origin and come overland or by lake from Canada, or of Mexican origin and come overland from Mexico.

NEW EXPRESS rates involving average increases of about 10%, applied mainly on short hauls, will be initiated by the American Railway Express Co. shortly with the approval of Director General McAdoo. It is estimated the increased revenue will be about \$24,000,000 yearly, and half of

it will go to the express company to meet contemplated wage increases while the other half will go to the railroads for transporting express matter.

LOUISVILLE, KY.—A special committee has been appointed by Tampton Aubuchon, general mgr. of the Louisville Million Dollar Factory Fund, for the purpose of negotiating with manufacturers of tools, dies, wood and metal patterns, with the view of establishing a tool and pattern plant here. The need of a local high class tool and pattern shop is accentuated by the addition of 59 metal working plants in the Louisville Industrial District during the past few years.

ST. LOUIS, Mo.—R. H. Wilson has been appointed assistant to the president of the Walter A. Zelnicker Supply Co. Mr. Wilson has been with the company for years, latterly as its representative at Houston, Tex. At Houston he has been succeeded by E. O. Griffin, who has been storekeeper and assistant general manager of the I. & G. N. Railroad, and more recently assistant to the president of the St. L. S-W. Railroad in charge of purchases.

PLANS for redistributing the skilled labor of the country are being made by the United States Employment Service, it is reported. Questionnaires recently sent to building trades councils and builders' exchanges in 300 cities are said to have shown that many thousands of men are engaged in non-essential construction for private interests, while government work at cantonments is being held back for lack of men. When the system now being worked out is completed a call for help on the part of a government agency or dept can be met by drawing on any of the cities reporting a non-war surplus and putting the men not usefully engaged in touch with jobs where they are needed.

THE DECREE of the district court in the suit of the Portable Wagon Dump & Elevator Co., against Camp Bros. & Co., for infringement of patent has been affirmed by the circuit court of appeals for the seventh district. The defendant appealed from a decree for complainant which found valid and infringed claim 1 of appellee's patent, No. 684,064, issued Oct. 8, 1901, to I. N. Inks. The patent relates to wagon dumps or devices for elevating one end of a wagon to such an extent that the contents of the bed will fall out at the other end; and the claim held to have been infringed refers to the combination, with a dump and elevator, of means for operating the dump simultaneously and from a common motor with the operation of the elevator.

MINNEAPOLIS, MINN.—The Link-Belt Co. has been meeting with gratifying success in introducing its Link-Belt Silent Chain Drive into country elevators. Among the firms who have installed this up-to-date drive this year are the following: G. W. Van Dusen & Co., at Ghent and Burr, Minn.; Brookings, Wessington, Henry and Doland, S. D.; Urmston Grain Co., Dundee, Ind.; Crabbs Reynolds Taylor Co., Crawfordsville, Ind.; A. E. Betts Co., Russiaville, Ind.; Farmers Independent Elevator Co., Russell, Minn.; Marshall Milling Co., Marshall, Minn.; A. O. Radke, Le Sueur Center, Minn.; Farmers Merc. & Elevator Co., Madison, Minn.; Equity Elevator & Trading Co., Wood Lake, Minn.; Farmers Co-operative Equity Elevator Co., Kimball, Minn.; Ed Berkner, Sleepy Eye, Minn.; Farmers Merc. & Elevator Co., Dennison, Minn.; Red Wing Milling Co., Red Wing, Minn.; Farmers Elevator Co., Sleepy Eye, Minn.; Equity Exchange, Lemmon, S. D.; Eagle

Roller Mill Co., Lake Preston, S. D.; Farmers Elevator Co., Wessington, S. D.; Farmers Elevator Co., Elkton, S. D.; Farmers Elevator Co., Ward, S. D.; Farmers Elevator Co., Madison, S. D.; Geo. P. Sexauer & Son, Lake Norden, S. D.; Farmers Co-operative Elevator Co., Kulm, N. D.; and Casselton Elevator Co., Casselton, N. D.

No Wheat or Wheat Flour Imports.

WASHINGTON, Nov. 1.—Hereafter no licenses will be issued by the War Trade Board for the importation of wheat or wheat flour except to cover the following:

(a) Shipments of wheat or wheat flour originating in Canada or Mexico when brought across the border in wagonload lots by producers.

(b) Shipments consigned to the U. S. Food Administration Grain Corporation or to the Wheat Export Company, Ltd. (Such shipments are covered by PBF No. 19, which remains in force, as announced in W. T. B. R. 234.)

(c) Shipments from Canada or Mexico representing the customary retail border traffic.

(d) Shipments in bond in transit to allied countries.

Vance C. McCormick, Chairman, War Trade Board.

SEPTEMBER EXPORTS of wheat and wheat flour combined were equivalent to 28,347,476 bus., as reported by the Dept. of Commerce, the heaviest for any month since April, 1915. For September last year the exports, 7,181,518 bus., were the smallest for any month for many years past.

Rosenbaum Review

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Published by the

J. Rosenbaum Grain Co.

Edited by J. RALPH PICKELL

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AND OTHER IMPORTANT POINTS

Supreme Court Decisions

Carrier's Duty to Notify of Refusal.—Upon the consignee's refusal of a shipment, it becomes the duty of the carrier to notify the shipper as to the refusal, and to hold the goods subject to the shipper's orders. *American Sugar Co. v. McGhee*, 96 Ga. 27, 21 S. E. 383. The mere fact that the consignee, upon rejecting the shipment might have given verbal directions for their return to the consignor, would not alter the rule, or amount to a ratification by the consignee of the terms of the B/L under which the rejected goods were moved.—*C. N. O. & T. P. R. Co. v. Malsby Co.* Court of Appeals of Georgia, 96 S. E. 710.

Warehouseman Must Give Written Notice of Replevin.—Comp. Laws, 1915, Section 6559, providing for warehouseman releasing himself from liability for goods taken from him by replevin, by giving written notice personally or by mail to owner named in warehouse receipt, is not satisfied by notice by telephone. Plaintiff storing beans in warehouse is not estopped to sue warehouseman for conversion, because company which replevied some beans of the warehouseman promised but failed to pay plaintiff's draft therefor; one not being concluded by negotiations for compromise unless the terms thereof are carried out in whole or in part.—*Wm. H. Allswede v. Central Warehouse Co. of Saginaw.* Supreme Court of Michigan, 169 N. W. 13.

Four Years to Collect Freight Charges in California.—Where a B/L for an interstate shipment required the owner or consignee to pay the freight, an action by a connecting carrier to recover freight due is governed by the Carmack Amendment (Act June 29, 1906 [Comp. St. 1916, sections 8604a, 8604aa]), and under Judicial Code, section 24, par. 8 (Comp. St. 1916, section 991 [8]), is within the jurisdiction of the federal District Court regardless of the amount involved. An action by a connecting carrier for unpaid freight claimed to be due on an interstate shipment held based on the B/L, so that, where brought in the federal District Court for California, Code Civ. Proc. Cal. section 337, prescribing a period of four years, is applicable, instead of sections 338, 339.—*New York Cent. & H. R. R. Co. v. Mutual Orange Distributors.* U. S. Circuit Court of Appeals, 251 Fed. 230.

Time Limit for Collection of Freight.—While a B/L issued by a common carrier is a "contract in writing," within the meaning of section 4361 of the Civil Code (1910), and as such is binding, not only upon the carrier and the shipper, but upon the consignee as well, when the latter ratifies its provisions by taking possession of the goods shipped thereunder (*Seaboard Air Line Railway v. Luke*, 19 Ga. App. 100, 90 S. E. 1041) still, where an action by a carrier against a consignee for freight, storage and demurrage is shown to have been commenced more than four years after the refusal of the shipment by the consignee, the suit is barred under the provisions of section 4362 of the Civil Code (1910). See *Central of Georgia Ry. Co. v. Eatonton Lumber Co.*, 14 Ga. App. 302, 80 S. E. 725 (2).—*Cincinnati, New Orleans & Texas Pac. Ry. Co. v. Malsby Co.* Court of Appeals of Georgia, 96 S. E. 710.

Agricultural Assn's May Not Boycott.—While the Clayton Act declares that nothing contained in the anti-trust law shall be construed to forbid the existence and operation of labor, agricultural, or horticultural organizations instituted for mutual help, etc., such organizations are not privileged to adopt methods of carrying on their business which are not permitted to other lawful associations, and a secondary boycott, whereby an association sought to prevent others from trading with one black-

listed by it, is unlawful. Where the indictment alleges that there was an interstate trade in certain potatoes, of which defendant association controlled 75 per cent, and the illegal and coercive action of the association would affect receivers wherever located, the indictment, charging conspiracy in restraint of such trade in violation of the federal anti-trust laws, is not subject to attack on the ground that it did not disclose any restraint of interstate trade.—*United States v. King.* U. S. District Court, Massachusetts. 250 Fed. 908.

Delay in Billing.

A. J. Brunswick Grain Co., of St. Joseph, Mo., v. Douglas W. King, of Ft. Worth, Tex., before Arbitration Com'te No. 1, Grain Dealers National Ass'n, composed of C. D. Sturtevant, J. R. Murrel, Jr., and George P. Bissell.

Plaintiff sold defendant "three cars No. 3 white corn at \$2.20 Group One Texas on July 12, 1918, ten days shipment, official terms," thru A. Galbraith, a broker at Dallas, Texas. Sale was confirmed by Galbraith to each party, both of whom also confirmed the sale to each other; as there is some discrepancy in the terms of these confirmations we find the broker's confirmation, issued by Mr. Galbraith, is "the contract" in accordance with Trade Rule 4 (b).

Defendant furnished billing instructions by mail which reached plaintiff on July 15. Plaintiff claims that time of shipment was automatically extended until July 24 by reason of delayed billing instructions. We find same were furnished in proper time, in accordance with Rule 6 (b), and that the contract expired at midnight on July 22.

On July 16 defendant wrote plaintiff as follows: "I have just made thru the Federal Grain Supervisor a request for appeal inspection on the three cars of corn I bought of you on the 12th. It has reached a point until its difficult to sell the millers now unless you can give them federal supervisor appealed certificate. You will doubtless hear from Kansas City office of the Federal Supervisor of that district."

Plaintiff loaded two cars on July 20, which graded No. 3 white, and one car July 22, which graded No. 2 white by Missouri State Inspection Department at St. Joseph, but instead of billing same to defendant, according to instructions, allowed them to remain on track, waiting for the result of the supervisor's inspection.

On July 23 defendant wired plaintiff he could not accept corn shipped after contract time and after some further correspondence plaintiff sold the three cars at a loss of \$642.85 and brings this action to recover this amount.

Rule 5 provides: "Grain to apply on a sale for shipment must be actually loaded, and billing instructions must be furnished the railroad company in accordance with the custom then in vogue at the shipping point."

In this case the grain was loaded in accordance with the terms of the contract, but no billing instructions were "furnished the railroad company" either during the life of the contract or later. Plaintiff claims he held the cars for the result of the supervisor's inspection, and there is no doubt this is true. We find there is no reason why the cars should not have been billed before midnight July 22. Defendant never intimated that the supervisor's certificates would have any bearing on the contract, on the contrary, his letter, quoted above, indicated that he needed these certificates for his own purposes.

If the plaintiff had billed the cars in time he would have filled his contract. In case the supervisor's samples had not been drawn, he should have ordered the cars held on track, after billing, until samples were drawn, if the samples were drawn before billing, he needed to do nothing further.

In our opinion the plaintiff did not fulfill his contract and we, therefore, find for defendant and direct that plaintiff pay the costs of these proceedings.

SWEDEN'S 1918 harvest has given a slight increase over the 5-year average in grain produced, altho the gain was not in proportion to the increase in acreage. In metric tons of 2,204.6 lbs., wheat production is estimated at 284,000 tons; rye, 644,400 tons; corn, 293,800 tons; oats, 1,015,500 tons; mixed seed, 443,700 tons; and peas, 50,400 tons.

Official Weight at Origin.

Blue Star Elvtr. Co. of San Antonio, Tex., plaintiff, v. Blair Elvtr. Co., Atchison, Kan., before Arbitration Com'te No. 1, of the Grain Dealers National Ass'n, composed of C. D. Sturtevant, Geo. P. Bissell and J. R. Murrel, Jr.

Controversy arises over shortage in weight on a shipment of three white corn from defendant at Atchison, Kan., to plaintiff at San Antonio, Tex.

There is no dispute about the terms of the contract which provides for "Official weights at originating point."

Plaintiff makes claim for difference between invoice weights and weights at destination on car N. Y. C. 235789, on the ground that defendant supports his invoice only by private weight certificate signed by an employee, instead of a certificate from the official weigher at Atchison, as per contract.

We find that defendant violated his contract by not having the loading weights on car N. Y. C. 235789 properly certified to by the official weigher at Atchison and thereby made himself liable for resulting damages.

The invoice weight was 79,800 pounds, sworn weights at destination 77,498 pounds, shortage 2,302 pounds, or 41.06 bushels at invoice price of \$1.96, less freight at 26½ cents per cwt., and war tax, total loss \$74.29.

We find for the plaintiff and direct the defendant to pay him \$74.29 and the costs of these proceedings.

Stamps Not Required on Drafts Against Allied Purchasing Commission.

Under the constitution of the United States a tax may not be levied on exports and the Commissioner of Internal Revenue accordingly has ruled, following the decision of the United States Supreme Court of May 20, 1918, in the case of *Peck & Co. v. Lowe*, that when the tax is not laid on the articles themselves while in course of exportation, the true test of its validity is whether it so directly and closely bears on the process of exporting as to be in substance a tax on the exportation. In the present circumstances it can probably fairly be said that the tax on the drafts, although they are to be paid before the ocean voyage begins, bears so directly and closely on the process of exporting as to be in substance a tax on it. The goods are doubtless "in course of exportation" from the time the first carrier receives them.

The same principle would seem to apply as in the case of the transportation tax. In article 31 of Regulations No. 42 rules for determining when property may be deemed to be in the course of exportation are laid down, and apparently the present situation is within their scope.

It is accordingly held that the stamp tax imposed by subdivision 6 of schedule A of Title VIII of the act of Oct. 3, 1918, does not attach to drafts on domestic banks in connection with the shipment of articles from the interior to the seaboard, where such articles have been sold to the United States agent of the foreign purchaser for export under circumstances entitling the transportation within the United States to exemption from the transportation tax.

BUYING of October oats, except for the purpose of liquidating existing contracts, was prohibited by the council of the Winnipeg Grain Exchange Oct. 21. Sales may be made without limitation except as to price, the maximum permitted being 85½c per bu. This action was taken because of the present conditions affecting the marketing of oats, and owing to the strike situation at Fort William and Port Arthur and the prohibition is to remain in effect until removed by the council.

Carrier Liable for Three Days' Delay.

On July 23, 1915, Lawton Grain Co. delivered to St. Louis & San Francisco Railroad Co. a carload of grain to be shipped from Lawton, Okla., to Oklahoma City, "shipper's order," "notify Oklahoma City Mill & Elevator Co." On July 24, 1915, the car was ordered diverted to Kansas City, Mo., and the original B/L was surrendered and a new one issued providing for shipment to Kansas City, Mo., "shipper's order," "notify Simonds-Shields Grain Co." The St. Louis & San Francisco Railroad Co., when said car arrived in Oklahoma City on the 24th day of July, 1915, without authority set it out on the track of Oklahoma City Mill & Elevator Co. and permitted it to remain there until the 27th day of July, 1915, at 6 o'clock p. m.

Suit was instituted by the Lawton Grain Co. to recover damages alleged to be due by reason of the fact that the defendants herein did not transport the car in question from Lawton to Kansas City, Mo., with reasonable dispatch, and that by reason of the negligent delay in transporting said car, the plaintiff was compelled to sell said wheat on the market at Kansas City at a lower price than it otherwise would have obtained if said wheat had been transported with reasonable dispatch. The defendants filed an answer and among other things, set up as a defense that the delay caused in said shipment was due to the action of the plaintiff in diverting said shipment from Oklahoma City to Kansas City, Mo., and that such delay was not in any sense due or occasioned by the negligence of the defendants with reference to said shipment.

A reply was filed by the plaintiff, and on the issues thus formed, the case was submitted to a jury, and a verdict was returned for the sum of \$203.87, with interest from October 7, 1915.

The Supreme Court of Oklahoma on Aug. 13, 1918, held that "There is no evidence in this record that shows that the defendants were authorized by any one to place the car in question on the track of the Oklahoma City Mill & Elevator Co.; but, on the contrary, the evidence affirmatively shows that the defendants acted without authority in placing the car on said track; hence whatever delay may have resulted from its acts in thus placing the car on the track of the Oklahoma City Mill & Elevator Co. is chargeable to the defendants, and is not a result of the diversion ordered to be made by the plaintiff.—174 Pac Rep. 794.

Books Received

HANDBOOK OF GRAIN STANDARDS.

—The U. S. Dept. of Agriculture has recently issued in vest pocket form a tabulated and abridged description of the official standards for wheat and shelled corn, with a brief discussion of the methods of grading thereunder, that will be found most useful by inspectors and grain handlers generally. Compiled by E. G. Boerner, grain supervisor in charge of appeals and inspection procedure, and issued as Form U. S. G. S. A. 90. Paper, 47 pages.

REVIVAL of the mice trouble in stacks of bagged wheat has been reported in Australia.

No Co-operative Commission Co. at Omaha.

The Nebraska State Railroad Commission has denied the Farmers Union Grain Co., of Omaha, the right to do business, on the ground that it is illegal to have a holding company formed of corporations.

The company had been organized on the plan of selling stock to co-operative elevator companies to the amount of \$50,000, purchasing a membership in the Omaha Grain Exchange and doing a commission business.

At the hearing held by Commissioners Taylor and Hall, the latter suggested to Attorney W. M. Kain, who represented the company, that the stock be sold to the individual members of the co-operative companies instead of to the companies, but the latter objected, as the individual would get the profits, if any.

Another point that was not touched upon is that it would be a violation of the rules of most grain exchanges for one doing business thereon to cut commission rates by returning part of the profits of the business to patrons in the form of a rebate.

LIGNITE COAL is proving its worthlessness as a steam producer on the U. P. R. R. The firemen find it necessary to put on so much draft and to remove the spark arrester in the smoke stack that wood-shingled roofs all along the line are frequently covered with live coals. On one division of this road five shingle-roof elevators which burned recently, are credited to this hazard. No grain dealer can afford to place his property in jeopardy thru toleration of a shingle roof in war times.

HESS GRAIN DRIERS

Ten sizes—all capacities.

Continuous and batch discharge.

Dry anything granular; grain, seed, peas, beans, cotton seed, etc.

New Booklet ready.

HESS WARMING & VENTILATING CO.
907 Tacoma Bldg., Chicago, Illinois

For steam heat only (see Fuel Administration's ruling on fire heated driers)

Shortage of skilled labor, and restrictions in the use of steel suggest early purchases

Patents Granted

1,280,567. Seed Corn Drier. Claude Siebring, George, Ia. An elongated stem is fitted with substantially V-shaped cross members having impaling terminals, the cross members each being disposed in a plane lengthwise of the stem, and being embraced and confined at their mid points against the stem by yoke shaped clips.

1,281,238. Dust Collector. Frederick A. Wegner, Silver Creek, N. Y. With a separating chamber having inlet openings and discharge openings for air and dust are combined a tubular guard, an auxiliary dust chamber within the guard and a tube associated with the air discharge for returning a portion of the air passing thru it to the separating chamber, the tube discharging in a downward direction within the separating chamber and provided with an extensible section at its lower end.

1,279,791. Automatic Grain Pickler. Henry Uiting, Carlyle, Sask., Canada. The pickling machine comprises in combination a hopper and fluid supply, superposed pairs of horizontally opposed agitating drums, each consisting of a pair of end plates and angle plates arranged in spaced relation around the end plates, the angle plates each having one of its blades arranged in radial relation and the other extending rearwardly toward and in spaced relation to the next adjacent plate, and means for feeding grains between the drums.

1,280,780. Pneumatic Conveyor. Guido E. Lob, assignor to the Pneumatic Conveyor Co., Chicago, Ill. This comprises a method of conveying grain in a tubular conveyor which consists in expelling the air from the remote end of the tube as fast as it can be supplied at the adjacent end of the tube, and causing the entering air to pick up and raise the grain to be conveyed by friction of the air upon the individual grains, the ratio of grain to air being maintained at one part grain to substantially eighty to one hundred parts of air.

1,280,446. Seed Separator. Harold Line Gray, assignor to Crabbs Reynolds Taylor Co., Crawfordsville, Ind. For separating mucilaginous from non-mucilaginous seed a machine is provided with means for thoroly mingling wet seed and dry sawdust, a vibrating stepped inclined platform is positioned in immediate communication with the seed and sawdust mingling apparatus to mix and roll the material and cause the sawdust to gather in rolls about the mucilaginous seeds, there is a second vibratory platform to which the mingled seed and sawdust are fed, this emptying into an inclined grain shoe having screen-

ing with relatively large perforations, and means are provided for vibrating the platforms and shoe to separate the seeds to which the sawdust adheres from those to which it does not adhere.

1,279,579. Conveyor. William F. Perkins, Chicago, assignor to the Webster Mfg. Co., Tiffin, O. The conveyor has spaced members, an endless driving element, a plurality of overbalanced driving members mounted on the endless driving element, each of the driving members having a curved face arranged to engage the spaced members of the conveyor on each side of a line between the pivot and the center of the engaged members, and means for guiding the pivoted drive members successively into position for exerting a maximum driving force on the conveyor members.

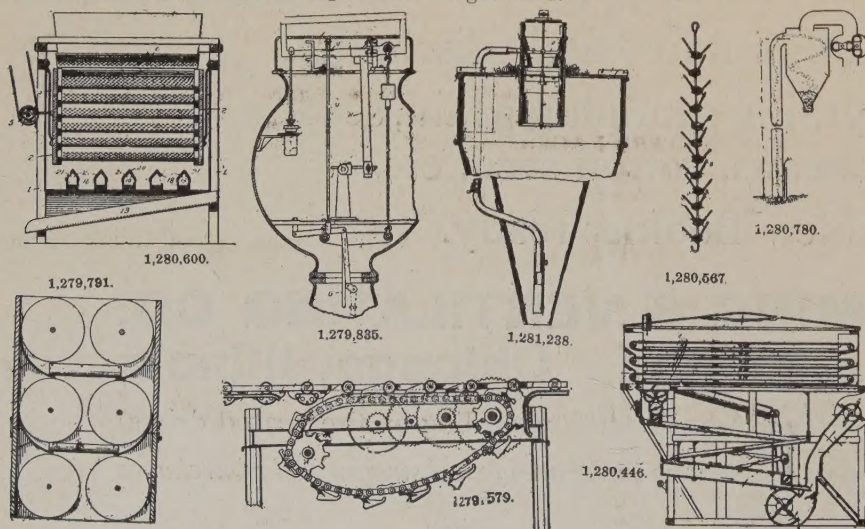
1,280,600. Grain Separator. Frederick A. Wegner, Buffalo, N. Y. In a grain separator a shaking shoe is provided with sieves or screens, arrangement is made for subjecting the material supported by the screens to the action of air blasts, the current of air being deflected against the screens by baffle plates arranged between each two adjacent screens, a series of vertical partitions carried by the baffle plates divides the space between the screens into a number of channels, and means are provided for independently controlling the air supplied to each channel.

1,279,835. Scale. John H. A. Bousfield, assignor to E. and T. Fairbanks & Co., St. Johnsbury, Vt. Combined with an oscillating beam are an indicator, indicator operating connections between the beam and indicator, connections between the beam and weighing platform, a stationary member, and a transversely extending flexure plate arranged on edge and having its opposite sides rigidly clamped to the oscillatory beams and stationary member, the plate constituting a fixed fulcrum for the oscillatory beam and having a predetermined resilient resistance to the movement of the oscillatory part to constitute the sole weighing resistance.

Elevator Casualties.

CRAWFORDSVILLE, IND.—David Nelson, an employe of the Crabbs Reynolds Taylor Co., was injured Oct. 28 when his hand became caught in a chain and sprocket wheel, a tooth of the sprocket striking between the middle and third finger of one of his hands, and badly bruising the member.

OWENSBORO, KY.—Frank E. Bartlett, a laborer employed by the Pier Grain & Feed Co., was hurt recently when he attempted to unchoke a feeder. He thrust his hand into the mouth of the feeder and it was caught between the fingers of the agitator, mashing two fingers on his right hand.



New Wheat Rules of Food Administration.

The Food Administration in Bulletin M S 134, announces that Mr. Hoover has suggested that the political situation, which is changing so rapidly, leads him to believe serious consideration should be given to the matter before any projected steps are taken looking toward the increase of facilities for the manufacture of Victory flour.

In case of an armistice, which seems imminent, the Southern Hemisphere wheat will be available, there will be a sufficient supply of wheat in North America to last until next harvest, and the winter wheat condition now gives great assurance for the future.

Consideration should be given the fact that we may need to abandon the substitute program in conjunction with our allies. Mr. Hoover is particularly desirous that the assumption be not made that we are letting down our conservation program. He simply wants to suggest the situation to you for careful thought and relieve himself of any moral obligation to the trade, by allowing it without notice, to install expensive machinery, which might later be useless.

In Circular No. 65 the Food Administration also announces: In view of the fact that the price of other grains is now relatively lower, there seems to be no occasion for maintaining the rules against the use of wheat for feeding purposes, reliance being had on the fact that it would only go into use in obscure and inaccessible localities where economic conditions are distorted and for the feeding of chickens.

It is Mr. Hoover's desire that wherever the situation warrants relaxation in rules, to do it as quickly as possible.

The following rules prohibiting the sales of wheat for feed are repealed, effective Nov. 4th:

Special License Regulations MSII A Rule 5, IIIA Rule 4 and XXB Rule 6.

THE RISING COST OF A LETTER

It is now costing you something like 15 cents for each business letter as per list below. The remedy is not to use fewer letters but to produce better letters and part of a better letter is its appearance. Give your effort the good impression that follows good stationery. Steel Die Embossed Stationery is to the letter what good clothes are to the salesman, and the extra cost over the ordinary kind where you send out 25 letters per day does not exceed 10 cents.

Here is a conservative list of letter cost per hundred. (This schedule omits cost of dictator's time, the largest item of all.)

	Type	Steel Die Printed Embossed
Stenographic Wages, assuming 50 letters per day, \$15 per week	\$5.40	\$5.40
Office overhead.....	5.40	5.40
Postage	3.00	3.00
Envelope making.....	.08	.08
Paper, high grade, 20lb.	1.00	1.00
Type Printing Letter Head and Envelope,	.40	....
Steel Die Embossing Letter Head and En- velope .....	....	.80
	\$15.28	\$15.68

We make anything that is engraved on paper. Business and personal Xmas greeting cards. Samples willingly furnished.

THE AMERICAN EMBOSSEING CO.

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The GRAIN DEALERS JOURNAL.

Insurance Notes.

THE MILLERS NATIONAL INSURANCE CO. has appointed the Central Fire Office, Inc., New York, as metropolitan district agent.

THAT INSPECTIONS made in the fall of 1917 resulted in a decrease in fire losses in Wisconsin of 31%, according to J. E. Florin, superintendent of fire prevention, in a statement issued with a request to owners of elevators and mills to make reinspection of their plants immediately to eliminate the winter fire hazard.

SPARKS FROM LOCOMOTIVE ENGINES are believed by the State Forester of Minnesota to have started the extensive fires recently in the northern part of the state, and the insurance companies contemplate suits against the railroads, now operated by the government, to recover the claims paid.

THE FEDERAL WAR RISK BUREAU has asked Congress for an additional appropriation of \$10,920,098, as the expenses of conducting government insurance are exceeding the earlier estimates, when the bureau had a staff of 2,500 employees. Now the Bureau has 13,117 clerks and a payroll of \$900,000 per month. Some soft berths.

ONE DAY with a careful crew will accomplish wonders in fire prevention, said the Mutual Fire Prevention Bureau, of Oxford, Mich., in a recent letter to policyholders in its constituent companies calling attention to Fire Prevention Day, Nov. 2. Accompanying the letter was a red sticker bearing white lettering announcing the fact that "lighting matches in dusty locations, or having them in your possession while working in this plant is strictly forbidden."

DRY WEATHER is given by F. S. Rexford, of Wichita, Kan., traveling representative of the Grain Dealers Fire Ins. Co., as one of the indirect causes of recent elevator fires. He states that the dry weather is responsible for a larger percentage of fine dust in the grain; and that this dust escapes from elevator legs to settle around the head and elsewhere in the cupola, thus paving the way for a disastrous fire.

INCENDIARISM is said by the National Board of Fire Underwriters, in a bulletin recently issued, to be a menace to our national well being. The largest percentage of incendiary fires is caused by men in straitened circumstances, who burn their property to realize on the insurance. The ratio of fires set for the purpose of defrauding insurance companies varies, running as high as 90% of the total incendiary fires in some states, it is said.

TAX CONFERENCES have been held recently at Washington between the representatives of the fire and casualty insurance companies and the federal internal revenue department, to arrive at a simple method of computing the tax. Instead of the various imposts now exacted it is suggested that a flat tax be levied on gross premiums, such as 1½% on fire premiums, 2% on fidelity and surety and 1¼% on casualty.

ON THE PROTEST by elevator owners of Milwaukee, Wis., against the increase in rates resulting from the application of the grain elevator schedule a hearing was held by State Insurance Commissioner Cleary, where the underwriters showed

that the schedule was in use elsewhere and the higher rates were due to the hazards. Commissioner Cleary has since asked fire insurance companies to file data on their five-year experience on grain and elevator risks.

THE ELEVATOR STAND

In three widely separated sections of the country, we have had fires during the past two months that originated inside the elevator stands. There is no question about these; the fires broke out in the day time, and were burning inside the leg when discovered.

The elevator stand is the most important piece of machinery in the house, and receives the least care of any. It should be given attention daily; especially it should be checked over before closing for the night. By doing this you may avoid one of those "mysterious" midnight fires.

C. R. McCotter
Western Manager
Omaha, Nebraska



C. A. McCotter
Secretary
Indianapolis, Indiana

A fire from any cause will be a calamity; a careless fire will be a crime

THE RECORDS

OF THE

Flour Mill and Grain Elevator Mutual Insurance Companies

show that 80% of all fires in Mills and Elevators start in elevators. The installation of an automatic feeding device which will positively prevent an elevator choking from over-feeding and an automatic relief which will prevent an elevator choking from bin getting full or spout choking, will annually save millions of dollars in fire loss and add at least 50% to efficiency of any stand of grain elevators. These devices are perfected and are available for mill and elevator owners, are very inexpensive and absolutely practical. Full particulars will be furnished, free of charge, by this office, on request.

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GRAIN DEALERS JOURNAL

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is built for those who want ONLY THE BEST in grain drier equipment. Our guarantee as to capacity and quality of work produced is absolute.

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Machinery in America



Weller Cold Rolled Screw Conveyor
possesses strength and wearing qualities that cannot possibly be obtained by any other method of manufacture.

Elevator
Heads,
Boots,
Legs and
Buckets



All
Kinds
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The Government, after over two years of experiments and at great expense, has found that an efficient **dust collecting system will prevent dust explosions.**



We discovered it 25 years ago. The Supreme Courts have held that you are liable if you don't avail yourself of the protection. Never a dust explosion in a mill or elevator

that we have equipped.

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